

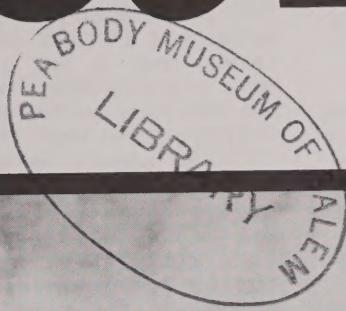
Twice a Month!



messing about in **BOATS**

Volume 10 - Number 3

June 15, 1992





**messing
about in**

BOATS

Published twice a month, 24 times a year. Subscription price is \$20 for 24 issues.

Address is "Boats", 29 Burley St., Wenham, MA 01984.

Telephone is (508) 774-0906.

Publisher & Editor, Bob Hicks

Our Next Issue...

Will feature an unusual small boat gathering, one of artists' boats on a pond in a park in Brooklyn, NY, "a boat grows in Brooklyn...". Also we'll look at a couple of "demo days" for canoes and kayak tryouts, and I'll have something on the Essex River Race for human powered small boats. Hugh Horton looks back on "Last Year was a Good One", crisscrossing the nation to sail and paddle, and Matt Malloy reports on the "Adventures of the Magic Pearl". Over on the design side we'll have Chuck Mainville's "Designing for Safety" analysis and Platt Monfort's "Snowshoe 16" geodesic for sliding seat or canoe paddle. And Phil Bolger's pram design will include useable offsets so you can build it from the magazine if you like, with his blessing. A couple of projects, a story on the launching of two 20' lapstrake cutters in the Pacific northwest's "Wake of the Explorers" from Sharon Brown, and the "Winter of My Discontent" by Russ Meade round things out.

On the Cover . . .

From the man who brought us those "clam trees" for our February 15th cover comes another unique Cape Cod conception, "a local outer Cape sail rig known as the "horseshoe crab rig". It is used in Pleasant Bay for the setting of quahog decoys (dare we ask what THOSE are?). The rig is not only self-tending but allows the boat to sail without humans." Thanks to Barry Donahue for continuing to enlighten us on the ways of Cape Cod small boat folks.

COMMENTARY

In this issue we launch another ramble into a bygone time via a serialization of an 1884 book, "Boating Trips on New England Rivers". Our thanks go to reader John Callahan of Lowell, Massachusetts, who photocopied this old book he ran across and sent us the copies. We've now done several of these old time reprints as serials because they capture some of the essence of the allure we are today trying to capture in our own messing about in boats. In a time before the automobile and aircraft and radio and TV and electric power (aside from a few cities) people were enjoying small boats in much the same way we try to achieve today, the "hard way" if you will.

The onrush of the industrial revolution and technology spurred by the demands of the Civil War had by the 1880's made it possible for a middle class to develop a desire for indulging in simple recreations. At the time Henry Parker Fellows wrote the little book we're reprinting, McGregor was popularizing small double-paddle canoes with big scale adventures in England and Europe and Rushton was in business providing similar craft to Americans wishing to adventure in small boats. Nathaniel Bishop's "Voyage of the Paper Canoe", which we serialized in 1989 and 1990, had been published a scant ten years. Fellows wrote about much more modest adventuring, his explorations of New England rivers were done in rowboats, and the rivers flowed through rural, but not wild, countryside and through villages and towns and even small cities.

While the rivers involved are all in Massachusetts and Connecticut, the nature of his experiences is universal for the type of stream, small, placid, with minimal amounts of derring-do involving rapids, and with comfortable shoreside accommodations or camping opportunities. The "cruises" were what I think of as "modest adventures", the sort of thing any of us can undertake without risking life, jobs, marriages. Pleasant outings. The geographic locus should not impede your enjoyment of the book if the nature of the boating appeals to you.

A really intriguing aspect of the rivers Fellows cruised upon, the Sudbury, Nashua and Housatonic, is that today they retain much of the same charms they had for him. During the intervening century, the Nashua, in particular, became heavily polluted from industrial wastes, but over the past decade, through strenuous efforts by some dedicated environmental activists, that river has been brought

back to an aesthetic quality that can again be enjoyed in a small boat. The Sudbury had been taken over in Fellows' time for Boston water supply, and he mentions in the book how some mills were abandoned on the river even then, as they had dumped dyes into the river from textile manufacturing and had to stop when Boston began to drink from the river. Today the Sudbury, deep within Boston suburbia, still has miles of undeveloped rural shoreline.

Focus today on enjoying rivers in small boats is heavily on the challenge of whitewater, with cover photos of guys going over waterfalls in tiny "squirt boats" decorating the paddling press. With most rivers dammed and controlled, this game depends on the dam proprietors (utilities mostly) "releasing" enough water to give the paddlers some whitewater in which to play. This is a challenging and undoubtedly stimulating sport which, it's reported in the journal of the American Canoe Association, still kills dozens of people yearly who literally get in over their heads. I'm not a whitewater paddler since I didn't even take any kind of paddle in hand until I was in my late 50's, so the pleasures of flat water are those which I can contemplate enjoying. Which is a reason why this book caught my fancy.

Fellows and his companion, both of whom are identified in the book as "Eow" and "Stroke" rowed in rowboats, ordinary craft that they could drag over broken down dams that got in their way, portage down embankments, or overland in wheelbarrows or farmers' wagons. The pleasures were more of enjoying the unfolding scenery and river conditions than in rowing as an athletic exercise. They do a lot of dragging over shallows. The boats are not described to us in detail, they are just "rowboats", means for going downstream on holiday, savoring the countryside from a different perspective. It was a time when outdoor recreation was not viewed as an attempt to achieve a "wilderness" experience, but more of an enjoyment of comfortable natural surroundings.

Past serializations we have run tended to focus on boating on the ocean and its bays and estuaries, even Bishop's paper canoe trip followed what later became the Intracoastal Waterway, mostly tidal waters. Living three miles from the sea most of my life, I tend to look out thataway rather than inland to fresh water boating. So this book is a change of viewpoint for us, we hope you enjoy it.

BIRCHBARK CANOE BUILDING

Bart Howe of Huntington, VT, builds a birchbark canoe in the traditional manner at the Lake Champlain Maritime Museum in Basin Harbor, VT, from June 29 to July 10. (802) 434-4235.

AND BOATBUILDING COURSES

Three boatbuilding courses are offered by the Lake Champlain Maritime Museum; Planking a Lapstrake Canoe with Geoff Burke July 5-10, Cedar Canvas Canoe Construction with Horace Strong August 23-28, and Dory Skiff for Oar or Sail with Greg Rossell October 4-9. Don Dewees or Debbie Lalumiere, (802) 475-2317.

FRIENDSHIP SLOOP REGATTA

Friendship sloops gather again in New London, CT, July 4-5. (203) 443-8331.

ERIE CANAL CANOE RACES

Flatwater canoe races of 5, 15, and 29 miles take place on the Erie Canal at Marcy, NY, July 11th. (315) 736-3036, 736-0511.

CROCKER MEMORIAL RACE

The 26th Annual S.S. Crocker Memorial Race takes place July 18 at Manchester, MA. Jim Justice, (508) 526-7582, Jerry Jodice, (508) 526-4075.

BRIDGES POINT 24 RENDEZVOUS

The 2nd Annual Bridges Point 24 Rendezvous & Regatta is on July 25 at the Bridges Point Boatyard in Brooklin, ME. (207) 359-2713.

LAWLEY RENDEZVOUS

The Lawley Boat Owners Association gathers at Mystic Seaport, CT, July 25-26 for their annual rendezvous & symposium with 8-10 boats expected. Dr. Albert Hickey, (617) 862-3390.

SEINE BOAT RACES

Gloucester's famed seine boats, multi-oared pulling boats, race in Gloucester (MA) harbor July 27th and 28th. Joe Novello, (508) 283-4367.

BOATBUILDING COURSES

The Brookfield Craft Center in Brookfield, CT, offers three one-week boatbuilding workshops this summer; Norwegian Pram with Dave Foster July 27-31, Adirondack Guideboat with Steve Kaulback August 17-22, and Ultralights with Tom Hill August 24-28. John Russell, (203) 775-4526.

MODEL SHIP BUILDER SYMPOSIUM

The Manitowoc Maritime Museum of Manitowoc, WI, has scheduled a Model Shipbuilders Symposium in conjunction with its 15th Annual Model Ships & Boats Contest on August 1-2. Jeff Phillips, (414) 377-7888.

HAPPENINGS

POCKET YACHT RENDEZVOUS

The New England Pocket Yacht Association holds its summer rendezvous August 1-2 at Winter Island Park in Salem, MA. All trailer sailors are invited. Richard Earley, (508) 342-1883.

BOSTON ANTIQUE & CLASSIC BOAT FESTIVAL

The 10th Anniversary Boston Antique & Classic Boat Festival has relocated for 1992 to Marina Bay in Quincy, MA, on August 8-9. Ralph Cutting, (617) 489-1137.

WAR CANOE NATIONALS

The cancelled spring War Canoe Nationals have been rescheduled to August 8-9 at Old Town, ME. Russ West, (207) 295-8918.

KEUKA LAKE WOODEN BOAT FESTIVAL

The 2nd Annual Keuka Lake Wooden Boat Festival is on August 8-10 on the Keuka College campus on Keuka Lake in Penn Yan, NY. Ellen or Afra, (315) 536-2258.

COLUMBIA RIVER ROW-IN

The Lower Columbia River Row-In is on August 9th at the Columbia River Maritime Museum in Astoria, OR. Rachel Wynne, (503) 325-2323.

OLD BOATS, OLD FRIENDS

The 4th Annual Old Boats, Old Friends Classic Wood Boat & Model Show is on August 20-23 at the Festival Hall on the harbor in Racine, WI. Bruce or Judy Renquist, (414) 634-2351.

LAKE GEORGE ANTIQUE BOAT SHOW

The 19th Annual Antique & Classic Boat Show on Lake George, NY, is on August 21-23 at the Castaway Marina in Lake George. Neil Satterly, (518) 356-4405.

THE ARTISANS SCHOOL

The former Rockport Apprenticeship in Rockport, ME, has now been transformed into The Artisans School, a three-year college aimed at developing ability to undertake self-sufficient economic endeavors, with training based on traditional boat building. Joshua Williamson, (207) 236-6071.

BOSTON WOODEN CANOE CHAPTER

A few interested wooden canoe enthusiasts in the Boston, MA, area wish to organize a chapter of the Wooden Canoe Heritage Association in their locality. Bill Conrad, (617) 698-7649 or Elisha Lee, (508) 785-1653.

"KATAHDIN" CRUISES

The Moosehead Marine Museum offers regularly scheduled cruises on Moosehead Lake on its restored steamboat "Katahdin" throughout the summer and early fall. (207) 695-2716.

NAUTICAL FLEA MARKET

The Suffolk Marine Museum in W. Sayville, NY, hosts weekly benefit nautical flea markets weekends throughout the summer. Donations are accepted, no vendors. (516) 854-4974.

POND MODEL EXHIBIT

The North Star Models of Transport Galleries in New York city is now featuring a collection of "Pond Models 1880-1991". (212) 794-4277.

SUE'S EXPANDED CALENDAR

Sue Plummer of the Delaware Valley WCHA has compiled a comprehensive listing of small boat events along the Atlantic seaboard, paddling, rowing, sailing. Call for a copy, (215) 238-9603.

TOWN CLASS SEEKS MEMBERS

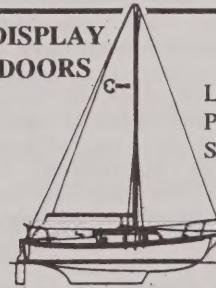
The National Town Class Association invites anyone interested in one-design racing in Townie sloops (no boat necessary) to join with them for a summer of fun afloat. Elwood Willey, 6 Stone Hill Terr., Walpole, MA 02081.

FORGOTTEN CREDIT

We failed to credit David Stookey of Duxbury, Massachusetts, for his "Log of Passage" feature story in the May 15th issue about rowing across the Bay of Fundy in a 14' open dory..



GREENLAND TYPE SEA KAYAKS
Dunn's Custom-Built Kayaks
8991 S State Rd, Eden, NY 14057
PH: 716-992-3941
SEND \$1 FOR INFORMATION



ON DISPLAY INDOORS
LOTS OF PRE-OWNED SAILBOATS
COM PAC 16, 19, 23, 27
PRECISION 15, 18, 21, 23, 27
ODAY DAYSAILER 3 - O'DAY 240
POINT JUDE 16 - SCOUT 11
SAILING CANOES & DINGHIES
FERNALD'S
Rt. 1A, Newbury, MA 01951
(508) 465-0312

ABOUT THAT MARSHALL 18

I really enjoyed the short piece in your March 15th edition on the "Marshall 18". That was the first "big" boat my wife and I tried to purchase. We ate hot dogs and macaroni and cheese for six months to save up the down payment. The night before we were to buy the boat, the owner, who was well into his seventies, called me and with a trembling voice told me he simply could not part with his lovely boat. Although he could no longer sail without difficulty and pain, he and his wife had so much of themselves woven into the little boat that had lived with them on the mooring on the other side of their living room window that it would be impossible for them to live without her.

Breck Marshall, and John Garfield and everyone at Marshall Marine, as well as anyone else who designs and builds beautiful little boats, have an impact on all our lives that they may never entirely comprehend.

Fred Bennet, New Bern, NC.

PS: My area is hard to beat for small boating, if any readers think they might like to try the waters around here, I'd be happy to talk with them. They can call me daytime at (919) 636-2477.

OVER 100 FEET OF BOAT

We own more than 100 feet of boat, divided up into various kayaks, canoes, rowing shells and several catboats (surprise). Invariably, it's the small simpler ones that get used most. I think this is true of your magazine. It's simple, it's pleasant and it gets read.

John Garfield, Marshall Marine Corp. S. Dartmouth, MA.

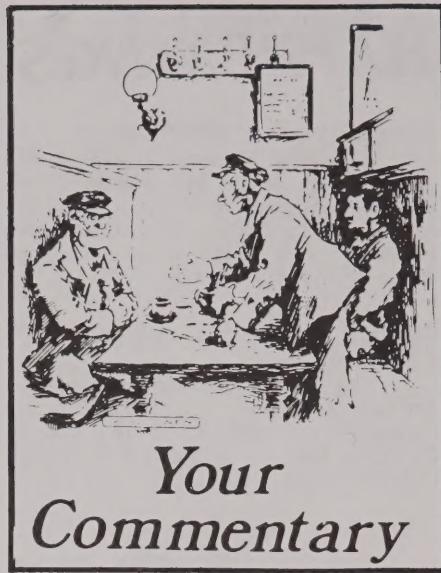
PICTURES OF "MOMENTS"

Do you have slides which exemplify moods or feelings from wilderness paddling experiences, be they canoeing, rafting, kayaking or rowing? If so, I am interested in reviewing them for possible publication in a book entitled "Moments".

Please submit duplicates of your slides for consideration. Briefly note why they have special significance for you. Should I choose one or more of your pictures, I'll ask you to develop a paragraph or two to fully convey your feelings engendered by the picture(s). This may be done in prose, free verse or poetry. Also include data on camera, lens, film, exposure and location.

If I do choose one or more of your pictures, I'll then sign a contract with you stating the terms of usage and payment for your material. Once this is done, originals of the slides will be required for publication.

Will Nordby, 5 Carmel Dr., Novato, CA 94945.



Your Commentary

LET YOUR LIGHT SHINE

Modesty is an admirable virtue and often in evidence among boat-builders. That is to say real boat-builders rather than salesmen not yet disabused of the notion that there is money in boats.

Modesty, however, is not much help in bringing in business. To make matters worse, most dedicated boat builders are too busy to make more than a token effort at publicity.

There are more opportunities to show off your work than are apparent at first glance. For instance, my good friend and customer Tim Mayer finishes out some of my hulls up in West Buxton, Maine. He also holds down a job at Bath Iron Works. It happens that BIW puts out a calendar featuring employee photos. I was idly leafing through a copy thinking, "nice of Tim to send this to me" when, BAM, there was Tim's Livery mirrored in the tranquil waters of a sylvan setting. Gorgeous. Tim does nice work.

Some while later Tim called, wondering how his Livery got on the cover of "Boat Kits & Plans". It seems that Tim's elegant craft was attributed to some obscure outfit in Colorado. Well, I am embarrassed. No chance of ever running for President now!

Tim, like most of my customers, has sent me some photos of his work, and I, in a hurry to get some stuff off to "Boatbuilder" magazine, evidently picked up the best photos around. Well, no doubt it's a lovely boat and a great photo and Tim deserves all the credit.

If you are looking for such a boat, contact Tim Mayer at RFD 1, Box 307, W. Buxton, ME 04093, (207) 727-3660.

"Boat Kits & Plans" comes with a subscription to "Boatbuilder", Box 420235, Palm Coast, FL 32142, (800) 786-3459.

Jim Thayer, Grand Mesa Boatworks, Collbran, CO.

ABOUT THAT BOATBUILDER ORGANIZATION

I wish to thank your magazine for enabling me to locate Tony Dias (Marine Design & Construction, 106F Tillson Lake Rd., Wallkill, NY 12589) who has a marvelous catalog of designs. He has created my "perfect boat" and when my financial state recovers from its recent downhill slide I hope to order one to be built for my retirement a few years from now.

I disagree, however, with his thoughts on a builder organization ("Your Commentary, May 1, 1992). There are potential buyers who do not get to boat shows in Maine or Newport and do not realize that so many traditional wood/custom builders exist. It is prohibitively costly for each builder to take boats to all the shows, and I believe a compromise exists.

The builder organization I have in mind would make an appearance at shows on behalf of all its members and could display photos of participating builders' boats with pertinent data on them, individual builder catalogs and brochures, and a directory of the builders. I consider myself a serious looker who was quite discouraged by sending out a number of small checks for catalogs that turned out to have nothing of interest to me. I don't wish to suggest adding to builders' overhead because this is reflected in the price of the boats, but I do believe that by working together to reach new markets the builders will do better and that will benefit potential buyers like me.

Your magazine is a sort of gesture in this direction, through which we readers learn of the existence of the builders who advertise with you.

John Smith, Belleville, NJ

MISSES THE ALBANY SHOW

My Dad and his buddy and I travelled up to Albany for the past two years to the boatbuilders' show and thought it was fantastic, in fact my Dad commented that he thought it better than the last one of those wooden boat shows at Newport three years ago. We met some grand folks there in the small boat fraternity, it was a pleasant place and we didn't have to pay a steep entrance fee. There's some boats at the Clearwater folk music festival over in Valhalla near here, but the \$17 to get in is kinda steep for some of us small boaters.

Something else that's come up for us is this "users fee" in New York for canoes, kayaks and rafts. I wondered if anyone knows where it's at and will it apply to rowboats too?

Pete Androski, Yorktown Heights, NY.

LOOKING FOR A MAST

In response to Dick Randall's letter a while ago about looking for a mast, I found that used masts could be found at reasonable cost but it takes a lot of looking. To replace a 28' mast on my Searunner 25 trimaran, I began by looking at new equipment. The best prices I found were at Merkt Marine, P.O. Box 4988, Emerald Isle, NC 28594; JSI, P.O. Box 20926, St. Petersburg, FL 33742; and Lestsell Marine Products, 13700 Firestone Blvd., Santa Fe Springs, CA 90670. All of these outfits sell individual parts, kits, whatever you need.

Even at discount prices and with re-using as much hardware off the old wooden mast as I could, the replacement cost was going to be around \$1,200 to \$1,300. So I started calling every marina and rigger I could find a phone number for from Cape Cod to Annapolis. I finally found what I needed at a yard in Annapolis and they delivered it to me in Pennsylvania for \$500 all in. I had to do some work to fit it to the boat's tabernacle, add spreaders and halyard exit plates and fit a new anchor light, but the price was right.

Dave Dawson, Northampton, PA.

IRRESISTIBLE STUFF

I'm almost entirely a canoe addict, have never sailed, and don't know a jib from a boom, but find the stuff in "Messing About in Boats" pretty irresistible and some of it downright useful. I'm getting ready to build one of Gil Gilpatrick's canoes, the "River Runner" and will use a square stern for more efficient inland lake fishing than I can do now with my three present canoes.

Jack Davis, Coalton, WV.

NOT ABOUT RACING

The "Wind in the Willows" was not about racing or other great feats of human endeavor. It was, I feel, more about stopping, looking and such gentler activities that do not seem to be so highly valued today. Simplicity is another one of those values, and this is a charm of traditional small boats powered by their occupants or the wind.

Jan Marks, Woodslee ON, Canada.

LOOKING FOR A "DRAGON'S TAIL"

I am trying to find out about "dragon tailed" boats, small boats powered by modified 5-10hp air-cooled engines driving a long straight shaft at a flat angle over the transom. I have seen one up here and know they must be sold somewhere but cannot find out where. This is my poor man's answer to the jet drive. Maybe some readers would know.

Smiley Shields, 2140 Shore Dr., Anchorage, AK 99515, (907) 344-6220.

CAUGHT HER INTEREST

I would like to thank you as you and your publication have been instrumental in awakening my wife's interest in boats. For the past five years of marriage I have had untold numbers of boating publications around the house which have never been picked up by my wife except when they were on top of something else she wanted to look at.

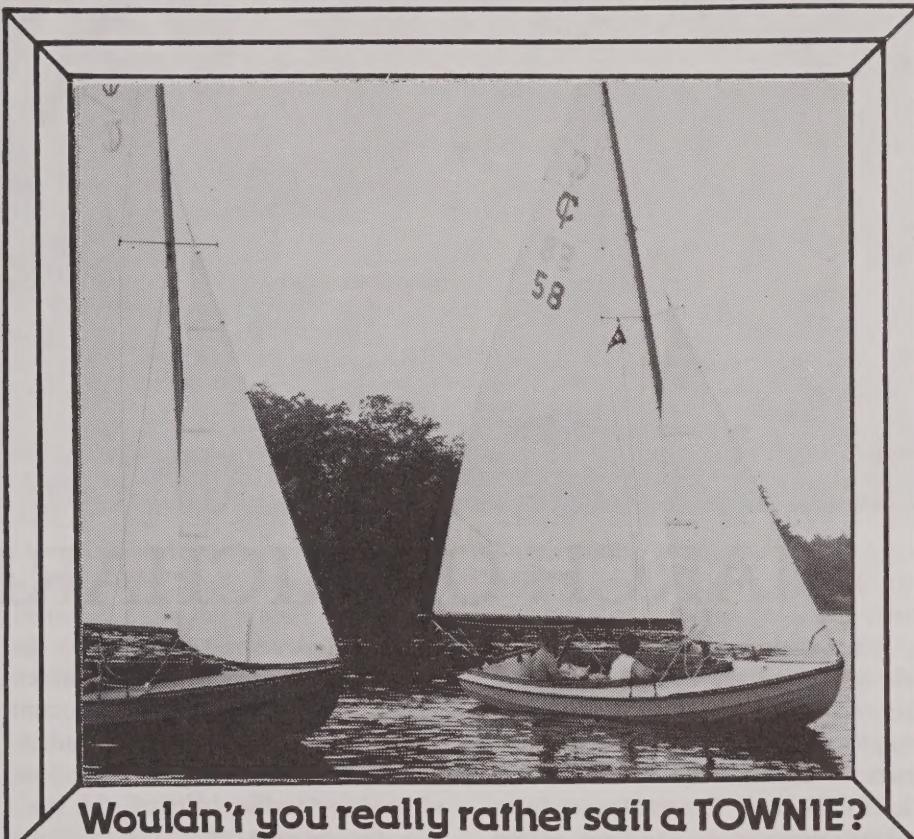
Linda bought me a subscription to "Messing About in Boats" for my last birthday, and I have just now discovered that she has been reading them before I even knew they have arrived, and looks forward to their arrival as much as I do.

Kevin Brennan, Baltimore, MD.

CONCERNED ABOUT "BOATS"

I have noticed recently that reference to "Messing About in Boats" has been shortened to "Boats" in many articles. I find this abbreviation worrisome. A large part of my enjoyment of "Messing About in Boats" has been the "messing about" (although Ratty was certainly no slob) and your particular quirky personality as expressed through the content of "Messing About in Boats". The abbreviation to "Boats" connotes a larger and broader interpretation of the afloat on the water concept. Perhaps this is the direction you wish to move towards. For me, I will always look for the "messing about" with my "ratty" friends.

Rob Hare, Kingston, NY



Wouldn't you really rather sail a TOWNIE?

Sailing a TOWNIE will bring those smiles to your face in most any sailing conditions, from ghosting a calm to tromping along in 20 knots. It's a boat that's been making people smile since 1932 when it first was built for summer camp fleets. Over the past 55 years more than 2,000 TOWNIES have been built and enjoyed. Today we still build them in the same traditional way. Why change anything on a daysailer that brings such pleasure to its owners? We build TOWNIE hulls in traditional lap strake wooden construction or in fiberglass, either outfitted with Sitka spruce spars, all bronze fittings, and lots of varnished mahogany.

Pert Lowell, Co., Inc.

Lane's End, Newbury, MA 01951

(508) 462-7409

Custom wooden boats; mast hoops; authentic nautical furnishing.



MARCH ON RICHARDSON BAY

I had decided to let the wind and tide determine the course. After all this was to be a vacation, if only for a couple of days. And so we set off from Sausalito's Galilee Harbor, SLEEPER and I, enveloped in a balmy southerly, on the back of the lazy flood tide. Salt water was at this very moment filling the ditches and channels in the nether regions of Richardson Bay, our destination this Wednesday morning. Though it was a weekday, powerboats still plowed the channel off Sausalito. One came close to my little cruiser, and a cheerful voice rose above the sound of the engine, "Hey, I like it! Wow, a solar panel!"

I shift position down from the side deck to a thwartships slouch, my feet on the lee deck, my back cushioned by a PFD against the weather cockpit side. We slide past Clipper Harbor's breakwater pilings, each surmounted by a gull or a

cormorant, weather cocked into the light breeze. The shiny, black cormorants spread their iridescent wings to the sun, looking like symbols of some medieval empire. The hum of morning traffic drifts off the land. We are moving at a fast walking pace, now, among the fantastic anchored houseboats off Gate 5. During World War II, when most of this waterfront became a shipyard, it was divided into security areas. The security is long gone, but the names endure.

Old pilot houses, and walls of multi-mullioned windows, some with tinted panes, pass by. Aged macrame curtains, ferns and bookcases appear dimly behind the glass. Here's a floating garden with a windmill. Beautiful, uncommon, junk! The sound of a trumpet comes from somewhere in the jumble of boats alongshore. My wake curls away. In the narrowing waters off Strawberry

Point the current quickens. Houses stare vacantly down from the hillside. The morning traffic crawls like a string of shiny beads on the hills above Sausalito.

Though the breeze is still damp, the sun is warming the air. I shift position again to lie in the bottom of the cockpit, feet on the bridge deck. The increasing breeze cancels the increasing drag caused by my weight being shifted astern. The corners of the transom dig into the water, but I'm in no hurry. A colorful, little floatplane taxis out from the Heliport. Hope he sees me. I steer into the shallows along the Strawberry side. His engine's warming up. The plane turns into the wind, accelerates, leaves the water, the engine shakes me as the plane flies by.

It's now 1 1/2 hours to high water. Da Silva Island, which isn't really an island anymore, passes to

leeward. The house of brown wooden pillars on the shore is like some nature temple. An older, white farmhouse looms behind a thin screen of skinny, eucalyptus trees. I'm just a mile from my own house. I strain to see it (my old felt hat cushions my thinning scalp against the edge of the transom.) The freeway bridge that spans the north end of Richardson Bay is just ahead. I pay more attention to steering, now, aiming to pass through the channel between the fender piles. Vehicle tires hiss across the concrete, and rubbery thumps echo in the cool shadows below. The chart says:

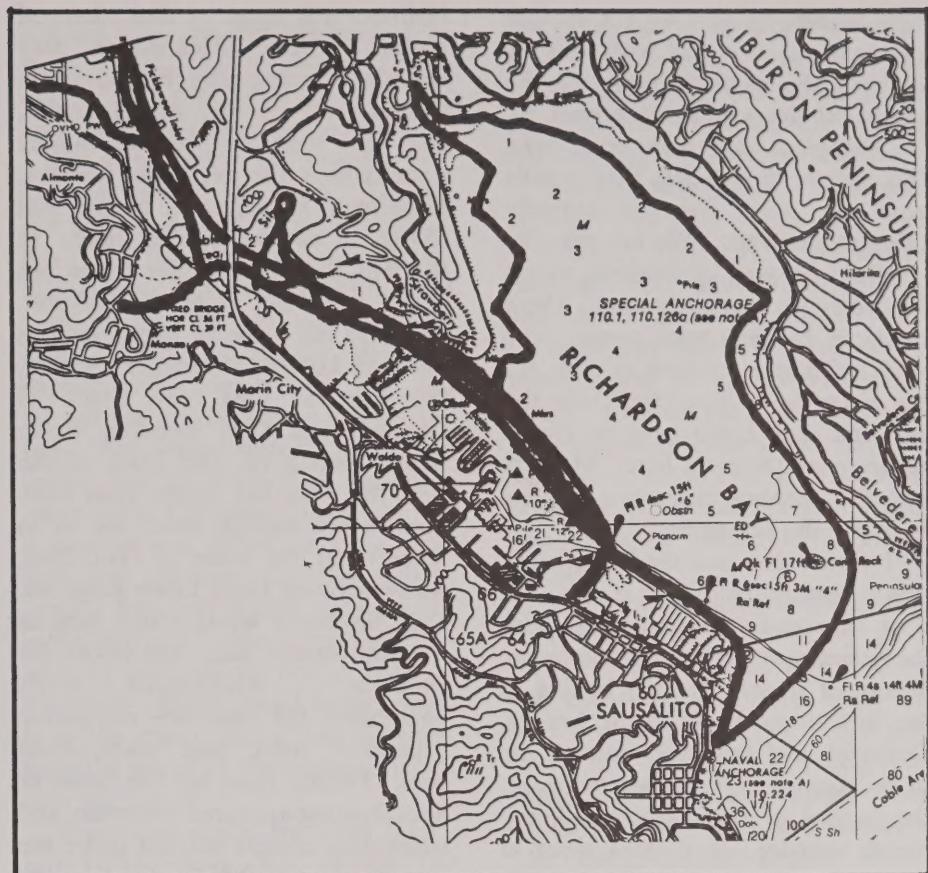
FIXED BRIDGE
HOR CL 56 FT
VERT CL 39 FT

I think we'll make it.

A gull on a piling observes me with first one eye, then the other. Just beyond the bridge fishermen in aluminum chairs sit, and stare. A sailing boat is a strange sight this far up the bay. It's hotter here, less wind, and the current carries me through the lee of the bridge. I'm glad to be getting away from the freeway noise.

The wind shifts, quits, and I tidy up the boat. A breeze returns; hemispheric bubbles and sticks pass by on the surface of the water. Up on the side deck I gaze back down the bay through the bridge. People work in the offices behind tinted glass. A baby egret, with black legs, works beyond the rip-rap in the shallows along the shore. My house is off the port beam, now. I would be thrilled to look down from my window to see such a little cruiser in these waters.

Mill Valley Harbor is a broad in puddle in the stream that feeds Richardson Bay. It's surrounded by lumpy hills, and blue-green Mount Tamalpais cuts high across sky to the northwest. Redwood buildings dot the hills, and paths along the water stream with dog walkers, joggers, and bikes. The sound of chimes from Tam. High's square bell tower drifts across Bothin marsh. It's eleven o'clock. Rows of old pilings moldering in shallow coves cause me to wonder if scow schooners and sloops once served Mill Valley. A



walker overtakes me. I furl sail, and unstep the mast in preparation for passing under the arched footbridge. Here the waterway is only 20 feet wide. The walker gazes down, bemused, from the bridge. I raise the rig again, to sail the few hundred feet to the end of the channel. I turn in the stagnant water to row back against the breeze to the bridge, lower and re-raise the rig, and tack back down the harbor. People peer from cars. Workers stop for a moment for this strange sight, and school kids yell, "Tally ho, old man." I'm probably the first to sail here since my brother did, 20 years ago. The wind grows puffy and the tide will soon ebb.

We slip under the bike path bridge up "Safeway Slough." Its real name is Corte Madera Creek, but years ago we named it for the supermarket nearby. The clocktower bell strikes twelve. I pull to the side for lunch, anchoring by thrusting the daggerboard into the mud. Wind rustles the furled sailcloth. For lunch there's tuna sandwiches and cranberry juice. Pulling the board up again, I waft up stream against the

increasing ebb, eating a cookie. Blossoming trees arch over the stream forming an airy tunnel. Ducks quack along the edge. Light beams, cast shadows through the green water onto the pebble bottom. The air is sweet with flowers. Senior citizens watch from their windows, and a man with a hoe walks to the bank to give me a friendly wave. I lower the rig again to scull further upstream beneath the Alto road bridge. Here, just beyond the bridge, there used to be a garden. It had stretched like a string between the bank and a board fence. Once, years ago, I came here in a rough boat with friends. A crinkly faced old man with a French accent had said with warm humor, "I'll bet that you boys made that boat yourselves."

I turn to go back. There are buildings and businesses along the bank. Music plays behind garage walls. A man in a white coat at a desk waves heartily, and two women behind a window smile a greeting.

The afternoon wind blows strongly. I re-enter the bay, and after a short sail, anchor and prepare to slip beneath yet another bridge into

"Cala Slough," named for yet another supermarket. It is real work rowing, for both the swift current and the breeze set down channel against us. I'm scooping mud with both oars. This slough, though less than a mile from the last, has an entirely different character. We are entering a valley. A wall of conifers meets the eye as we work upstream. There are more bridges, tract homes, bike paths. There is no time to stop, for the water is rushing back into the bay, and soon I will have no choice but to spend the night here. My oars and the rushing current carry me back into the bay again.

I anchor just past the lower bike bridge, and go below for a nap. An hour later and we're underway with the summer westerly abaft the beam. The quiet sloughs are left behind as the little scow heels to the breeze. Drops of cold salt spray remind me to be attentive. A further reminder: the jiggling of the daggerboard, my "depth sounder," as it skips along in the mud.

Soon the glistening mud will be exposed, and the houseboats at the

Heliport will squat in their dredged puddle. The Richardson Bay waterfront community is diversified. Commercial fishing, vessel repair, and light industry provides money upon which the residents survive. Fishermen, artists, crazy people, and charlatans all live together here. In the '60s hard rock music rolled out across the water from the Heliport. This was the home of bands such as the Quicksilver Messenger Service, the Electric Flag, the Son's of Chaplin, and Otis Redding wrote "Sitting on The Dock of the Bay," on a sunken freight boat here. There's just enough water for us to reach in by the boats of Gate Five, where a young Huey Lewis hung out. Shel Silverstein wrote songs, such as "A Boy Named Sue," and books for children. Richardson Bay's houseboats fall into two categories: expensive ones, and owner-built ones. Twenty years ago the future of houseboating appeared uncertain, and convention centers seemed to be the coming thing. But fortunately the strong local community prevailed. The houseboats shelter us from the

wind. The wind blows strongly in the gaps between them. We make erratic progress.

Soon we're in deeper water off Gate Three. Along the western shore the shallow draft houseboats give way to deep-draft sailboats and powerboats. The Co-Evolution Quarterly/Whole Earth Catalogue had its office on the old Napa Street pier, right next to the, long gone, Tiki Junction where Stirling Hayden wrote "Wanderer," in an old rail car. Chris Hardman's Antenna Theater is still here. Our country's second most lucrative export is entertainment.

And so SLEEPER and I retrace the morning's course. In late afternoon the wind dies for the day. I pull the daggerboard up and brail the sail to the mast. We continue under oar power. "Hey Sleeper, where're you goin' this time of night?" It's Tom, another dinghy enthusiast, aboard his ketch at Galilee Harbor. "Points South." I answer, hinting at adventure. "You're crazy," he replies good naturedly.

The big marinas off Sausalito are quiet. The air is almost warm as the sun sinks behind the hills. I row. The incoming water washes around the piles and breakwaters. It's slow going, but I'm in no hurry. There's little traffic on weekday evenings, and the channel off Sausalito is beautifully peaceful. The only sound is the thumping of my oarlocks. Cooking odors, grease and onions, drift in the air. I recognize Chinese, burger/bar, and seafood. The cooking smells are mixed with that of the seaweed that clings to the pilings, which themselves add the faint, acrid odor of creosote.

The Sausalito yacht club is empty. Auto headlights flash through its plate glass doors and windows as the evening traffic moves along Bridgeway. Just as we round the old ferry slip the starboard oarlock breaks. I quickly slide an oar into the stern notch and commence sculling. Later I inspect the broken metal, and find that it is glittery and crystallized. Past the ferry landing, and just past the non-functional landing steps, I drop my four pound anchor. I had planned to spend the night in a

Learn what sea kayaking is all about



Let us introduce you to the skills and knowledge you need to enjoy safe sea kayaking at our 1992 Atlantic Coast Sea Kayak Symposium in Castine, Maine.

- Experience the oldest program of its kind in the country
- Learn from the pros—a teaching staff of noted experts
- Gain insight through inspiring lectures and demonstrations
- Try out the newest sea kayaks from top manufacturers

This event fills up quickly, so send for your free brochure with all the details now: write to ACSKS/L.L.Bean, Inc. Freeport, ME 04033 or call

1-800-341-4341, ext. 7800

L.L.Bean®
ATLANTIC COAST
SEA KAYAK
SYMPORIUM
JULY 10-12, 1992

deserted cove farther down the shore, past Sausalito, but sculling against this current is a losing proposition.

Dinner is prepared and served from the portable galley-box. I eat and clean up in the cockpit. Below deck, snug in my sleeping bag, I listen to the waves slapping the bow, and watch yellow moon through my oval porthole. Lights along the Oakland-Bay Bridge suspension cables shine like dew on a spider's web. A cool breeze enters the partially open hatch, making the flannel bag seem cozier. Ashore, young people, boys and girls call to each other in the night. There's no need to go on deck again; the mast and sail are lashed down along the grabrail, the daggerboard is in the cockpit, and the rudder is unstepped.

I put on my headphones and become absorbed in a radio program. The subject of the program is urban expansion. Peter Calthorp, an innovative, local architect proposes "node" communities, in which foot and bike transportation is "designed in." I weigh these ideas, which, short of an unlikely population decrease, seem good. I'm just about to turn off my receiver and drift to sleep when I'm absolutely electrified. The skylight is brilliantly illuminated by a palpably warm light! My first thought is of a flying saucer. I tear off my earphones, and throw open my hatch. A robotic voice commands: "Come out of there." Squinting, I make out the silhouette of a man standing in the sky above me. The shape of a powerboat's bow emerges below him. It's the U.S. Coast Guard. The man says there has been a report of a drifting dinghy. "I'm anchored," I say. "What are you doing?" "Sleeping," I say. "Where are your numbers?" "Don't need 'em, I'm less than eight feet long." The voice fumbles... "Well, er, what's your name, then, and where do you live?" I think to myself, "I'm living right here," but decide not to panic him, so I give my name and address. The figure recedes toward the stern of the vessel mumbling at a hundred decibels "...we'll just have to check....," and the cruiser roars off into the night, which seems all the

blacker, now, for I'm still blinded by the spotlight. Sleep does not come easily, and I resolve to seek less accessible anchorages in the future.

I'm awakened in the morning by the approach of the ferry. Tired, I did not sleep well, I begin another day. The tidal current is setting into Richardson Bay, and a light, cool wind is blowing off the Sausalito shore. I ship the rudder, slide the daggerboard down into its slot, and set sail for the Belvedere side of the bay. The little Danforth comes up easily, and is washed in the bow wave while I prepare breakfast. It's a sweater and jacket morning, with high, gray overcast. An eddy pulls us toward Raccoon Straits, so I anchor again and eat. The ferry pulls out with its commuters, bound for San Francisco. Black, diesel smoke pours from the stacks, and a few moments later the sound of the engines arrives over the water.

Underway again, we work back into Richardson Bay along the Belvedere cliffs. Cone Rock, which is really two rocks, passes to windward. Strange, large houses perching on the brink have an old, established look; yesterday, the houseboats I passed seemed alive. These houses seem unoccupied. Unused boat tie-ups and elaborate launching machines crouch at the water's edge. As we sail inland the houses assume a lower, more modern look. The wind increases, and becomes more westerly. The wind is softer now, and the tide is with us. I jibe to tuck around Belvedere into the cove along the highway. Houses here are on pilings at water level. The shore is fortified with miles of gray rip-rap. Gentle, wintergreen hills rise behind. Loons swim in formation and hoot. A floating sign proclaims:

"WILD LIFE SANCTUARY,
NO ENTRY OCT. THRU MAR."

I parallel the shore on a line just outside the markers. There's not much more to see, even by sailing closer to shore. The wooden framework of a large new house rises just inland. The colored lights of a traffic signal appear through the trees. It's grayer and cooler; I

button my jacket, then tack to avoid a flock of feeding birds. From somewhere over the peninsula an electronic fog horn sounds: it's the horn on Angel Island's Point Blunt.

For curiosity's sake I continue sailing, but the best day was yesterday. This part of Richardson Bay isn't very interesting. Rip-rap and development seem to have subdued any spirit. There are no marshes, and no unorganized private places. I recall that marshes are said to be the most fertile places on earth. The work of artists and scientists proceeds in the sanctuary of garrets and garages, which are akin to marshes.

There is encouragement in the channels behind Strawberry point. Here are older houses with boat tie-ups and boats that look as though they are actually used. As I poke down one channel, a fishing boat chugs out from an adjacent one. Children's toys are strewn about. The daggerboard jiggles in the shallows. I tack out to the marked fairway that runs along the east side of Strawberry Point. SLEEPER plunges forward into the short chop. We beat back up the Bay, retracing yesterday's course because I intend to sail behind Da Silva Island. As we approach the 15 foot wide passage that leads into the uncharted lagoon behind the island, I realize that we are being rapidly sucked in. The rushing water must be moving at least 10 knots. It gurgles and washes us along. A rusty pipe across it bars our passage above, and rocks loom up from below. Suddenly the board hits one, stopping the boat with a lurch. With effort I pole out of the channel. Once away, we sail off the wind into open water, back toward the old Sausalito waterfront.

The afternoon sun shines, and cheerful little whitecaps cover the bay. Ashore artists with easels are recording the old Napa Street pier. I contrast the evolved waterfront with the planned one. The watercolorists are here to mark the end of an era.

My friend Tom stands on the end of the old pier. "Where've you been?" "I knew you were crazy," he says with an envious gleam in his eye, after I tell him.

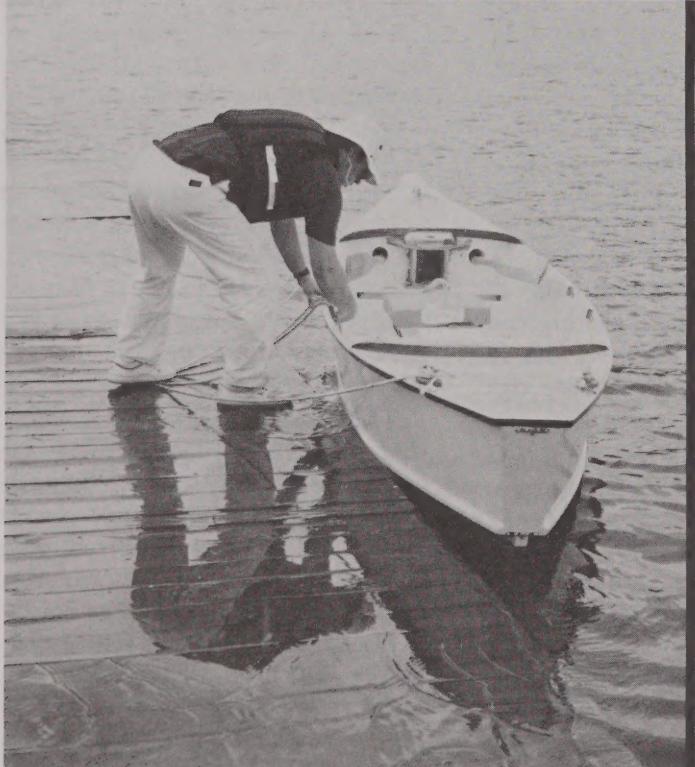
Derek Van Loan



Chris Berg and his sons prepare to go out in their 11 ft skiff built to a Robert M. Steward design. David Gulley's modified Bolger Felucca design for fiberglass construction, giving it a rounded bottom.

Report & Photos from E.H. Brock

1ST HOUSTON MESSABOUT



A few boat fans met at Armond Bayou's Bay Area Park for a "Messabout" May 2. Armond Bayou is a wildlife preserve a few miles from Houston. The park has a convenient launching ramp, and the bayou winds through surprisingly undeveloped land with a variety of birds and even deer.

At this event, most boats were homebuilt. Each arriving boat was studied and discussed. Builders ruefully commented about how long the construction took on their boat. David Gulley: "This is my six month project started in 1987" This one-off fiberglass was modified from Bolger's Felucca design. David made so many changes until Bolger said he had created a new design.

Jerry Tuttle showed up with his Bolger Surf skiff, even though his mast had broken when he turned over and the mast stuck in the mud bottom. A power boat came to help, but the mast broke before the mud released it.

Boats were admired, problems related & laughed about, ideas and features noted, and some other people's boats tried. The meeting was enjoyable, and we all agreed to try meeting twice a year, tentatively in October and April.

Jerry Tuttle put tubes into the bow compartment of his Surf for oar storage. Jerry studies "Glass Slipper," a 14 ft. kayak James Gay built and covered with sheet plastic.

BLUE HERON KAYAKS



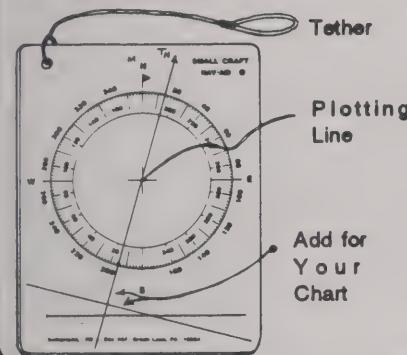
"Let us help you select
the right kayak"

Sea Kayaks by: Gillies &
Wilderness Systems
Paddles, Accessories &
Personal Service

Hours by Appointment
Lyme, CT 06371 (203) 434-7835

THE SMALL CRAFT NAV-AID

enables mariners in open boats to easily and accurately determine course bearings from charts while underway. Great for kayakers. It is a compass rose on a 4x5 in. plastic plate with a flexible course plotting line. Instructions are included. Make checks \$5.- to C. Sutherland. Postage paid. Write: C. Sutherland, RD 1 Box 457, Green Lane, PA 18054



SMALL SAILBOAT SPECIALISTS

- Precision
- Summer
- PT Jude
- Amer Sail
- Phantom
- Nimble
- Com-Pac
- Florida Hess
- Sunfish/Zuma
- New/Used

THE SAILBOAT SHOP

Rt 31 North
Glen Gardner, NJ
08826
(908) 537-6300



Largest Selection of Canoes in New England

Nearly 500 on display

OLD TOWN - ALUMACRAFT
ALLAGASH - RADISON
MERRIMACK - MANSFIELD
Prices like the good old days

FERNALD'S
Rt. 1A, Newbury, MA 01951
(508) 465-0312

THE ROSS BANDMILL • PORTABLE SAWMILL

US PATENTS 4275632 4334689
CANADIAN PATENT 1159342
OTHER PATENTS PENDING



AN HONEST
SIMPLE RUGGED
RELIABLE VERSATILE
ONE MAN SAWMILL
SAWS ALL WOODS
Diameters 3 to 17 inches
Lengths 8 inches to infinity

THIS MACHINE IS PROVEN
PRICE COMPLETE WITH
20 FT TRACK \$4950

5 YR. WARRANTY

WE PIONEERED
THE PORTABLE
BANDSAW SAWMILL

W.K. ROSS, INC.
640 Main St.,
W. Hampstead,
NH 03841 U.S.A.
603-329-6320

CAPE ANN SMALL CRAFT

Portable,
Affordable Boats,
Trailers and Accessories

(508) 768-7411

66 MAIN STREET, P.O. BOX 592
ESSEX, MA 01929



SeaPearl 21 The Ultimate Beach Cruiser!

Show here with the camping cabin up, the mizzen reefed and the main furled, the Sea Pearl 21 represents a completely self contained home away from home for two. A tent on the beach can accommodate others in your party or serve as a home base for further explorations. You can deck out your Pearl for a two week stay in the wilderness, and five minutes later convert it into a classy daysailer which will accommodate six or more. The prospects are endless. If you don't care for camping then utilize the easy launch features of the pearl and daysail out of a different location (motel) every day for a real traveling vacation as plush as you can afford. These are the many ways the Sea Pearl 21 is being used. And I am sure you can think of ways you could combine these to provide you and your family with day after day of enjoyment.

The Sea Pearl 21 has a number of features that make this kind of versatility possible. From the convertible cabin that stows completely away, to the unstayed rig that allows such easy setup, the Sea Pearl is made to use. Trailer-sailing has never been this easy, just ask one of our owners. It has a number of features that contribute to the safety of those aboard. There is an infinite roller reefing system that really works and works easily. The ability to heave too with the pull of one line lets the boat take care of itself even in very foul conditions, leaving you free to reef or just cringe in the bilges. It is unsinkable with positive flotation and a self bailing deck.

We also manufacture the Seal Pearl 28 which has the distinction of being the largest truly trailerable sailboat on the market. There is no 28 footer that is easier to handle on or off the water. Write or call for information.

MARINE CONCEPTS

159 Oakwood St. East, Dept. MB
Tampa Springs, FL 34689
Telephone: (813) 937-0166

Explore Maine!

EASea offers instructional Sea Kayaking Adventures along the Maine Coast, Mid-May through September. Adventures vary in length from Half & Full Day Trips to Eight Day Stewardship Expeditions.

EASea Programs are designed for folks of all skill levels with a keen sense of adventure & a hardy respect for the environment.

Trips include Guides, instruction & equipment. Join EASea! Paddle, explore, hike & relax!



Explorers At Sea, Inc.
PO Box 469-H, E. Main St.
Stonington, ME 04681
(207) 367-2356

EASea Store is located on Thurlow's Hill, Stonington. Grand Opening May '92! Visitor or Mail Order Now! We carry Sea Kayaks, Expedition Wear & much more!

POLAR FLEECE BOAT BLANKETS

CHINOOK

Quality Outdoor Products

Warmer than Wool!

Fast Drying, Lightweight, Washable
Standard or Custom Sizes
Wholesale Prices
"Embroidery of Boat Name Available!"
Call for Colors. (617) 776-6107

PADDLES & OARS



Maine Craftsmanship at its finest. Surprisingly affordable. Most shipped UPS. Write for free catalog.

SHAW & TENNEY
BOX 213MB
ORONO, ME 04473
(207) 866-4867

The Solution...
to wet Boats

BAILER

The easy to install and very affordable Andersen Bailers use forward motion to drain the water from your canoe through a one-way trap door. Stainless steel Scandinavian quality.

ANDERSEN

2455 E. Sunrise Blvd., Suite 312, Ft. Lauderdale, FL 33304

"Whitecap" on the Wind

When I was about 15, back in 1928, I found an abandoned row boat and converted it into a sail boat. It was only 14 feet long and 4 foot beam, but I put a gaff sail and a jib on it totaling 115 square feet. This is about twice as much sail as a boat that size should carry, but I put 50 pounds of lead in the daggerboard and built wide side decks, and this helped bring the boat back up when I dipped the spreaders near the top of the mast into the wave tops. The Muskegon harbor master, Otto Fricke, himself a wild sailor, nick named my boat the Coffin. I called her the White Cap.

One evening my nine year old brother and I sailed across the lake to go to a carnival. I should have known a storm was coming up, or maybe I knew and chose to disregard it. I don't remember now. I had become weather wise early in life, so I think I should have known. If so, I should have had some part of my anatomy kicked real hard for taking my brother along. Anyway they closed the carnival down early because of the wind. Now I should have put my little brother on a bus to go home, but I had every confidence in the world that we could make it across the lake in my little boat, and if we didn't, with a wind like this it would soon blow us ashore.

When we got down to the lake the waves were hitting the dock and the wind was blowing spray over it, but my boat was on the lee side of the dock. I lashed the boom down tightly on its portable horse and

tightened the lazy jacks so they would act as back stays. This tightened the fore stay so it would better carry the jib and strengthened the mast. I wrapped Lee in a cork life preserver and told him to lie in the bottom of the boat. I raised the jib, and we shot out into the lake.

The wind was in the southwest giving it quite a fetch down the lake and making some pretty rough seas. The boat with the wind broad on the beam was pretty well heeled, and when the waves hit the side of the boat they would come right over, but the wind was blowing so hard and the boat was so narrow that they would blow over instead of dropping inside. Sitting on the deck I could see this happening, and knew we were doing fine, but poor little Lee thought we had sunk, as all he could see was water overhead. I don't know if the thought occurred to him that if we were indeed under water he wouldn't be able to breath.

My strategy was to cross the lake keeping somewhat to weather of our slip and then run down wind until the lights and the land marks on the opposite side of the lake were in line with our slip and then run in, as there were no usable lights on our side of the lake. I must have misjudged time and speed, because at the moment I turned down wind I spotted the waves breaking on the windward side of our slip. I was in too close to shore. There was nothing left to do but sail right into the city dump, just upwind of our slip. We were in sheltered waters now, though, and tied up to two pilings left over from the lumbering days. I waded ashore with Lee on my back.

When we got up the hill we found traffic blocked by a big limb that had blown off a tree. Our mother and father were too glad to see us to bawl me out much, or at least not enough for me to remember it. The only bad thing about it was that Lee would never sail with me again. If I asked him to go sailing he would wet his finger, hold it up, and if he felt any wind he would shake his head no.

Richard W. Schaab



5 MODELS

Phone Toll Free
800/626-5603
or FAX 305/563-5602



TUNE YOUR BODY. FREE YOUR SPIRIT.

Martin Marine is the company that founded recreational rowing.

Find out about our superior line of rowing products today.

CALL 1-800-477-1507 FOR FREE CATALOGUE

Martin Marine Co., Eliot, Maine.
Home of the Alden Ocean Shell.

Pygmy Sea Kayaks

**Ultra-Light
Wood Epoxy Kits**

The most popular kit kayaks
in the United States

17 ft.-38 lbs.
19 ft.-42 lbs.

Send \$2 for information packet
P.O. Box 1529 * Port Townsend, WA 98368 * (206) 385-6143



The NOBSKA
is looking
for a few
good friends

She is the only surviving tall stack coastal steamer on the east coast of North America. Help ensure that she will steam again, for present and future generations.

For info write F.O.N., P.O. Box J-4097,
New Bedford, MA 02741

If your organization would like
to see our slide presentation
"Grand New England Lady", call
401-434-6274.



FRIENDS OF NOBSKA

SHELL BOATS

Modern wooden boats

Plans & Construction Manuals for:
"Leif" 7' - \$30
"Swifty" 12' - \$45
"Great Blue Heron" - \$80

Swifty LENGTH: 12'0"
WEIGHT: 105 Lbs.
Kit: \$925
Finished: \$1,850
2 Hour Video: \$23 Catalogue: \$3

R.R. 2 Box 289-C St. Albans, VT 05478 (802) 524-9645

SOUTHERN EXPOSURE SEA KAYAKS



BAIDARKA EXPLORER • ORION • NAIAD
IONA • ICEFLOE • DAWN TREADER ODIN
FEATHERCRAFT • VISION PADDLE SKI
V.C.P. • AQUATERRA • HYDRA • LENDAL

Extensive Selection of Paddling Accessories
"WE SHIP ANYWHERE"
Dealer Inquiries Invited

407-546-1261 P.O. Box 4530 Tequesta, FL 33469-9530
207-781-3051 P.O. Box 6045 Falmouth, ME 04105



SEE US AT THE WOODEN BOAT SHOW
NEWPORT, RI, JUNE 26-28

Solid Spruce - Ash Oars from 5' to 16'
Spoon-Blade-Oval Shaft oars 7'6" - 8' - 8'6" - 9' - 9'6" - 9'9"
FREE WATER POWER PRODUCTS BROCHURE
RR 1, LaHave, Lunenburg Co., Nova Scotia, B0R 1C0
PH: (902) 688-2351

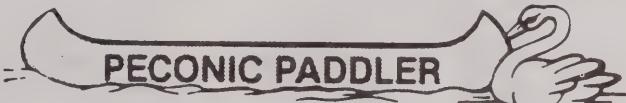
**SPRINGFIELD
CENTERBOARD COMPANY**

20 TREEDO AVE. SPRLD. MA. 01118

FOLDING CENTERBOARDS - DROP RUDDERS
SMALL BLOCKS SAILING HARDWARE
413 783 5599 EVENINGS

(516) 727-9895

(516) 727-3060



Canoes & Kayaks

AQUATERRA * NECKY * VALLEY CANOE
CURRENT DESIGNS * PERCEPTION
OLD TOWN * MAD RIVER * GRUMMAN * WENONAH

Paddle with us around Long Island's
1600 miles of shoreline!

89 Peconic Avenue, Riverhead, New York 11901

MYSTIC RIVER BOATHOUSE

ALDEN OCEAN SHELL & STAR
APPLEDORE POD
MAES AERO & 24
TRINKA 8, 10 & 12 DINGHIES
EASTERN 18 COMMERCIAL OB
BRIDGES POINT 24
THULE RACKS
ROWING INSTRUCTION
55 Spicer Ave., Noank, CT 06340
(203) 536-6930

PISCATAQUA WHERRY



14'x47" hand laid fiberglass hull
Solid mahogany gunwales and seats
Two rowing stations
Well balanced with deep, full
length keel
Amazing stability with sharp entry
to the seas
Traditional wine glass transom.

BAY of MAINE BOATS

P.O. Box 631
Kennebunkport, ME 04046
(207) 967-4282



DETROIT AREA/LAKE St. CLAIR
Sailing Sea/Touring Kayaks
**HUGH HORTON
SMALL BOATS**
15175 HAMILTON
DETROIT, MICHIGAN 48203
(313) 868 7900

Free Catalog on Request

**Cape Cod's
Nautical
Book Shop**
**USED, OUT-OF-PRINT, & RARE
NAUTICAL BOOKS**
COLUMBIA TRADING COMPANY
504 Main Street (Route 6A)
At the corner of Meadow Lane
West Barnstable, MA 02668
OPEN SHOP (508) 362-8966

Fiddlehead Boatworks

Mike Collins
Jennifer Schaafsma
802-222-5583

Kidder Road
Rt. 1 Box 1060
Bradford, VT 05033

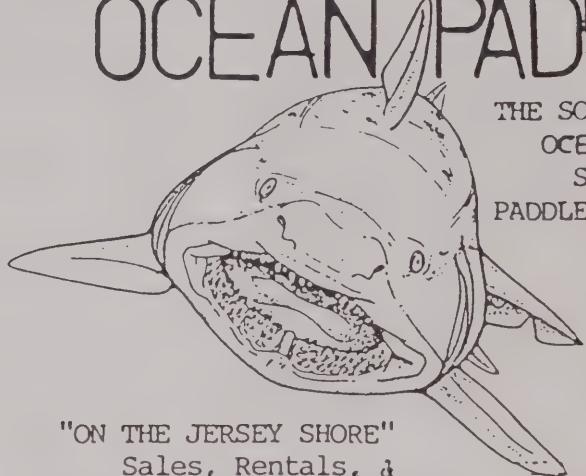
A full service boatshop for
the small craft enthusiast



Producing the Solo, a wooden
double-paddle canoe

Repair • Refinish • Restore
Custom paint • Recanvas
Upholstery • Cane
Balogh canoe sail rigs
Old Town Canoes • Stearns PFD's • Roleez
Experienced hulls available for Restoration

OCEAN PADDLER INC.



THE SOURCE FOR...
OCEAN KAYAKS...
SURF SKIS...
PADDLES, WETSUITS, etc.

"ON THE JERSEY SHORE"
Sales, Rentals, &
Instruction

JOHN MAHONEY
(908)988-3211

AMERICAN TRADERS CLASSIC CANOES



Largest Selection of Wooden
Canoes in the World!
All Models in Stock.
Fine Craftsmanship
Fair Prices!

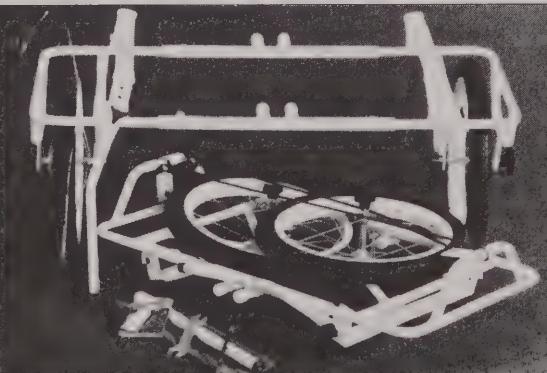


Rugged, Lightweight Steel
Construction

Large Pneumatic Tires
Folds Flat to 6 1/2", 16 lbs.
Tools/Air Pump Included
Money Back Guarantee
Shipped in 48 Hours
MC/Visa Accepted

Call For Dealer Listing

SPECIAL Canadian
Boat Walker
ONLY \$159.00
FREE SHIPPING
HUNDREDS SOLD AT \$195



AMERICAN TRADERS
627 Barton Road
Greenfield, MA 01301
(413) 773-9631
(800) 782-7816
Dealer Inquiries Welcome



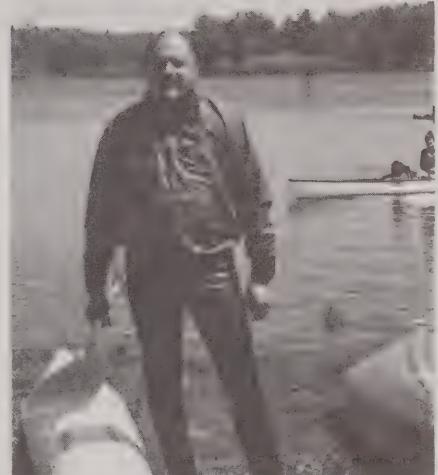
Connecticut Canoe Day

Sponsored jointly by the Columbia Canoe Club and the Connecticut Canoe Racing Association, Connecticut Canoe and Kayak Day was held at Mansfield Hollow State Park on Sunday, May 3, a clear, blustery day. Though the program called for a variety of workshops and clinics as well as celebrity races, the occasion was somewhat less formal. Throughout the afternoon sponsoring organizations as well as the vendors on hand were encouraging the public to sign waivers and get out on the water. I counted some seventy paddlecraft atop cars and trailers, on the beach, or out on the water, and an almost equal number of cars, vans, pickups, and station wagons. A considerable number did take the opportunity to try the great variety of canoes and kayaks on hand, ranging from an elderly couple who were curious about the difference between a canoe and a kayak before venturing out in a Wenonah to a young man who tried out and bought a K2 Olympic racing kayak.

When I asked Chuck Herrick of the Columbia Canoe Club about the Celebrity Race, he suggested that since there were no verifiable celebrities on hand except the club's own, they would probably put about four experienced paddlers in each of the war canoes, load them up with a complement of beginners, and then have at it. Readers in eastern Connecticut might consider join-

ing the Columbia Canoe Club, an organization that has turned out championship calibre paddlers, placed members on junior and senior national teams, and won national championships and international awards since its founding in 1960. Their emphasis is no longer exclusively on training young people for racing in Olympic style kayaks and canoes. For the modest price of \$25.00 a year a member can get instruction, use the club's facilities and boats, and participate in club-sponsored events. Call Sue Audette at (203) 456-4906 or Chuck Herrick at (203) 228-9114 for more information.

Report by Jim Lacey



Chuck Herrick of the Columbia Canoe Club, still cold and wet from a rolling demonstration.

Traditional Canoe Enthusiasts

Join the Wooden Canoe Heritage Association, a non-profit membership association devoted to preserving, studying, building, restoring and using wooden, wood & canvas and birchbark canoes. Membership includes our journal, *Wooden Canoe*, which comes out every other month, annual Assembly notification and access to hard-to-find books and supplies.

Write to us at:

Wooden Canoe Heritage Association
P.O. Box 226
Blue Mountain Lake, NY 12812

bay view books
595 Fireplace Road

East Hampton, NY 11937

send 9.5" S.A.S.E. for most recent catalogue of used nautical books



MAINE ISLAND TRAIL
ASSOCIATION

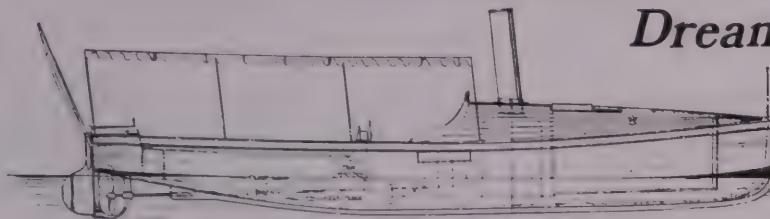
Help Preserve — and Enjoy — Maine's Islands

The Maine Island Trail is a 325-mile-long small-boat waterway that winds among some of Maine's most spectacular coastal scenery. The route alone makes it a recreational asset of the highest quality, but the Maine Island Trail is more than that...

By promoting a high standard of stewardship among all users through education, outreach, publications, and volunteer service, the Maine Island Trail Association and its members help preserve Maine's wealth of pristine, wild islands for generations to come.

Membership begins at \$35, and members receive an annual Guidebook on low impact use, newsletters, and meet through events and conferences. To learn more about the Maine Island Trail Association, a division of the Island Institute, write MITA, 60 Ocean Street, Rockland, ME 04841, or call (207) 594-9209.

Dreamin' o' Steamin' ~ 1907



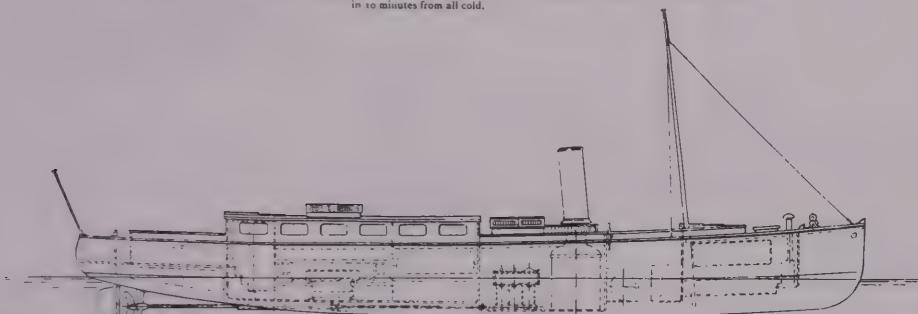
37ft. FAST DISPATCH LAUNCH, fitted with 34 I.H.P. Triple Expansion Machinery.

Specially constructed for Tropical Climates. Built of Teak, in Two Skins.



35ft. FAST LAUNCH. Speed 12 miles.

Fitted with 18 I.H.P. Compound Surface Condensing Engines and Quick-steaming Water-Tube Boiler, raising Full Steam Pressure in 10 minutes from all cold.



60ft. CRUISING LAUNCH—according to Clients' requirements as to Fittings and Finish.

Thanks to Wes Farmer (son of Weston Farmer, N.A.) we have this interesting array of turn of the century steam launch designs to display, from a catalog of craft offered at that time by a British firm. From 23' to 60', seafaré cruiser to "racing launch", the choice is broad indeed. Look at that bow wave thrown up by the "racing launch". They were already hooked on speed under power.



35ft. RIVER LAUNCH "OPAL."



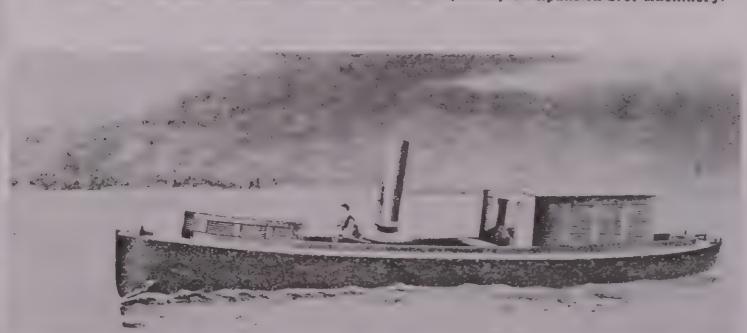
23ft. SEA OR RIVER LAUNCH, fitted with 10 H.P. S.C. Machinery.



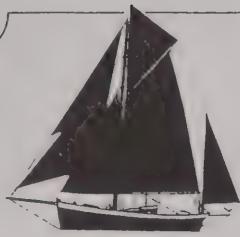
37 feet long DISPATCH AND MEDICAL SERVICE BOAT for the River Nile.



25ft. MAHOGANY LAUNCH. "NANCY," fitted with 10 H.P. Quadruple Expansion S.C. Machinery.

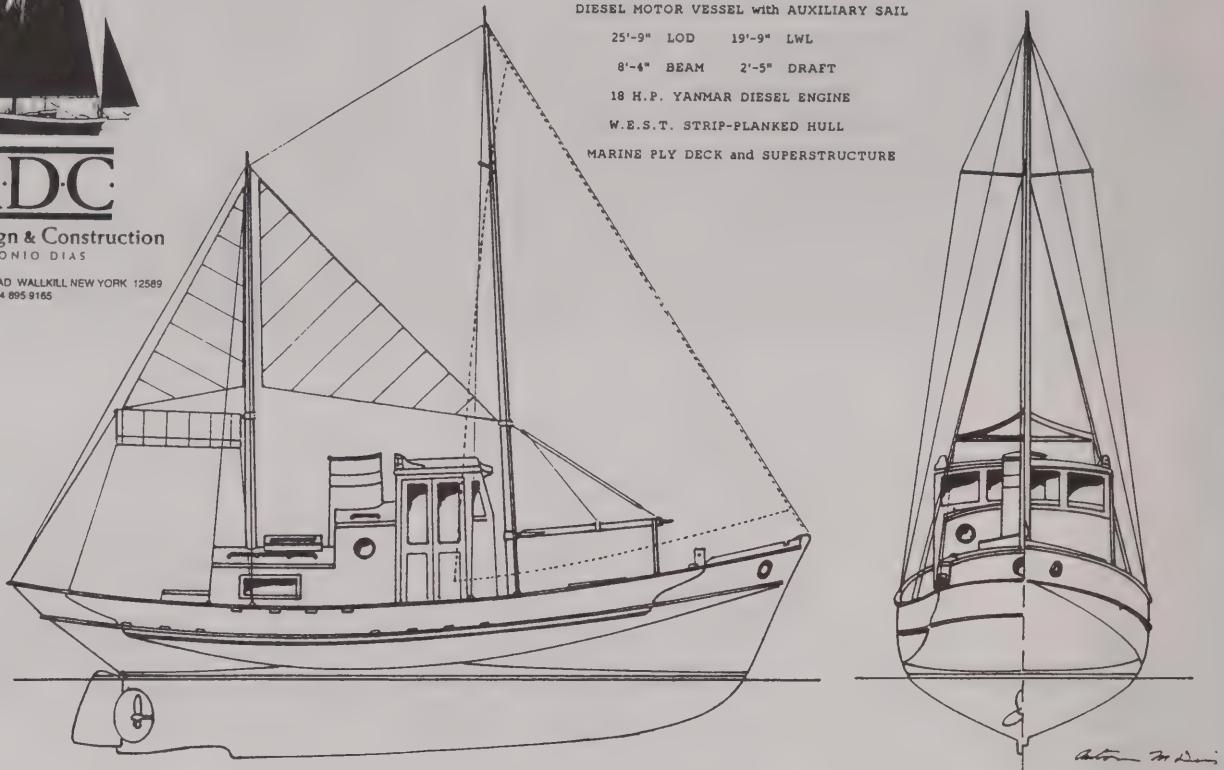


RACING LAUNCH "ROSE-EN-SOLEIL," 40 feet long, fitted with machinery shown on page 31 and our patent liquid fuel system. Mean speed, 24·65 knots.



MDC
Marine Design & Construction
ANTONIO DIAS

108F TILLSON LAKE ROAD WALLKILL NEW YORK 12589
914 895 9165



PENICHE SEINER YACHT

DIESEL MOTOR VESSEL WITH AUXILIARY SAIL

25'-9" LOD 19'-9" LWL

8'-4" BEAM 2'-5" DRAFT

18 H.P. YANMAR DIESEL ENGINE

W.E.S.T. STRIP-PLANKED HULL

MARINE PLY DECK and SUPERSTRUCTURE

PENICHE SEINER YACHT

This new design has been percolating in my mind since 1976; when I first seriously looked at the Sardine Seiners all along the central coast of Portugal from Sesimbra (south of Lisbon) to Peniche (north of Cabo Rocha). These boats appeal to me because of their grace, their seaworthiness, and their striking and colorful decoration. They are usually larger than this new design; although some smaller ones are built as lobster boats under 30'.

The overall length of this boat is the longest that can be built in my shop, and also falls under 26' for the Nose Tax. (As if we needed more pressure towards shorter boats!). Within this length I have found it possible to provide a modest cabin area for two with sitting headroom over the seat/bunk area and standing headroom in the galley/head area, 35" well as in the wheel house. The engine fits under the

wheelhouse sole and the foredeck is left open with a large "cargo" hatch into the "hold". There is room to store a 6' pram athwartship, forward of the wheelhouse. The hold can be used for diving gear, to stow bicycles or mopeds. A hardy guest or two could also be accommodated down there in a pinch, or it could be fitted out as a scaled down Fo'csle for a couple of kids!

The afterdeck has a comfortable lounge space and docking gear storage under the seat, aft of the house. The side decks are raised in way of the house to provide height over the bunk cushions. The skylight provides an emergency exit from the cabin, as well as light and ventilation below. As drawn, there is a minimal head with standing headroom and just enough space to accommodate a porta pot. The door serves double duty to either close off the head

or the wheel house. Alternatively, the porta pot could go under a cushion or in the hold and that space could be given over to a Skippy woodstove vented out the faux funnel.

The rig as drawn allows for a vaning mizzen and an awning over the afterdeck along with a steadyng sail and an off the wind auxiliary Genoa to alleviate the boredom of a long motor passage, as well as provide fuel savings.

The hull is a 100% displacement type. I am aiming for a 6-7.5 knot cruising speed. Displacement should be about 4,000 lbs with a prismatic up around .67-.68 to facilitate the fairly high speed/length ratio. At speed, the actual WL length should be about 21', so 7.5 knots would be a 1.63 sp/length ratio. Tankage would be outboard of the engine amidships. A steel worm shoe and some inside trim ballast would spread the weights out fore and aft as desired, to dampen pitching.

Construction could be traditional carvel, if the boat was to spend long seasons or year round in the water. I would build this boat in WEST strip planking with a plywood superstructure.

I envision this as a boat for a couple looking for relaxed, leisurely coastal cruising - the Maine coast, up the Hudson and across the Mohawk to the Great Lakes, the Intra-coastal to Florida. She should be quite seaworthy for her size. That would be the biggest limitation in regard to longer offshore hops. Now a 40' with modest superstructure would be another story! As I mentioned the fishing boats are in the 40-60' range, and the East Atlantic looks more like the Northwest Pacific in winter than our quiet summer seas.

WOOD-CANVAS CANOE RESTORATION INSTRUCTION

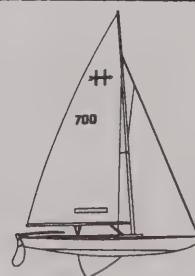
CLASSES • MATERIALS • REPAIRS

Do you want to learn how to restore that family heirloom, or just see how it is done? I am offering instructions covering the full range of restoration problems from structural repairs to re-canvassing. Call or write for details and my schedules. I also sell canoe restoration materials, including clear northern white cedar, canvas, canvas filler and hardware.

**William Clements
Boat Builder**

P.O. Box 87

18 Mt. Pleasant Street
N. Billerica, MA 01862
Telephone (508) 663-3103



**HAMPTON
ONE-DESIGN**

"STILL THE BEST ON THE BAY"

CLASS CONTACT: SCOTT WOLFF, 3385 KINGS NECK DR.
VA BEACH, VA 23452, (804) 463-6895
BUILDER/PARTS: HARRY SINDLE, CARDINAL YACHTS,
(804) 693-5928

THE LANDING SCHOOL

P.O. Box 1490M

Kennebunkport, Maine 04046

(207) 985-7976

LEARN YACHT & COMMERCIAL BOAT DESIGN OR WOODEN BOAT BUILDING. Two full-time residential programs combine theory with practice in a creative but disciplined environment. Design students study marine engineering and drafting, along with CAD training and daily exposure to active boatshop. Boatbuilding students learn to construct a classic wooden dory and daysailer with option of cruising boat instead. Accredited member CCA. Financial aid available for qualified students. VA approved.

SALTMARSH SEA KAYAK CO. SERVING SOUTHERN MA & RI

Sales New & Used - Rentals
Tours of Slocum & Westport Rivers
Please Call or Write:

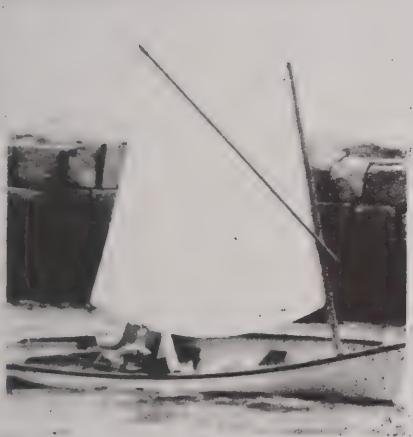
589 Fisher Rd., N. Dartmouth, MA 02747
(508) 636-3007

SEA KAYAKS
603 868 5634

DURHAM BIKE
PETTEE BROOK LN
DURHAM NH
03824



SEDA * WILDERNESS SYSTEMS * SAWYER



PISCATAQUA SAILING WHERRY

14'x47" hand laid fiberglass hull with solid mahogany gunwales and seats. Includes 65 sq. ft. sprit sail rig - 2 foot draft dagger board - one pair 7' oars - 2 rowing stations

BAY of MAINE BOATS

Box 631, Kennebunkport, ME
04046
(207) 967-4282

Hobie Cat Sailors



- Never Fiberglass again
- Easy to Install and Remove
- Boat Modification Unnecessary

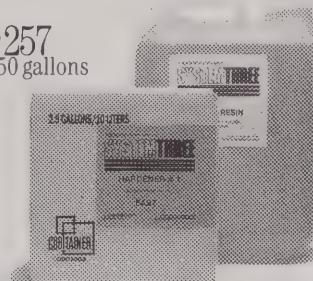
Durability Guaranteed

Fits 14' and 16' Catamarans

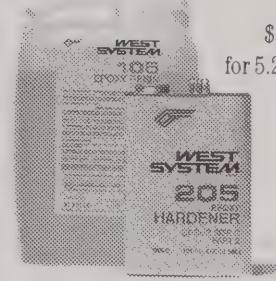
for details Contact **CAT PARTS...**

Box 203, Fort Washington, PA 19034 (215) 646-4887

\$257
for 7.50 gallons



\$256
for 5.29 gallons



If you think there's just \$1 difference,
you're missing the boat.

When you buy 7.5 gallons of System Three epoxy and hardener, it costs \$34.27 a gallon.

Consider that even though our competition charges \$1 less for their Group C kit, their cost per gallon is over \$14 more!

No question who delivers the value in boat epoxy resin and hardener.

We deliver right to your door, too.

Since we're direct to you, we're the epoxy store next door no matter where you live or work. Call 1-800-333-5514 and orders in by noon Pacific time go out the same day. No shipping charge on U.S. orders over \$75. VISA/MasterCard welcome.



If this all sounds too good to be true, put us on trial. Send us \$10 and we'll send you our System Three Epoxy Trial Kit. It's a great way to find out how good we really are.

You'll get 12 ounces of resin and hardener, fiberglass cloth, brushes, measuring cups, fillers, a roller cover, squeegee, gloves and *The New Epoxy Book*.

With System

Three epoxy you won't miss the boat.

With *The New Epoxy Book* you won't miss a trick.

System Three is a registered trademark of System Three Resins, Inc.

Yes, I need your Trial Kit which includes *The New Epoxy Book*. Here's \$10. Hurry.

Name _____

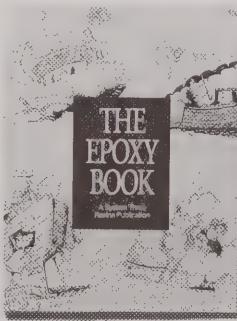
Address _____

City _____ State _____ Zip _____

Telephone (____) _____

System Three Resins, Inc.
P.O. Box 70436
Seattle, WA 98107
(206) 782-7976

SYSTEM THREE

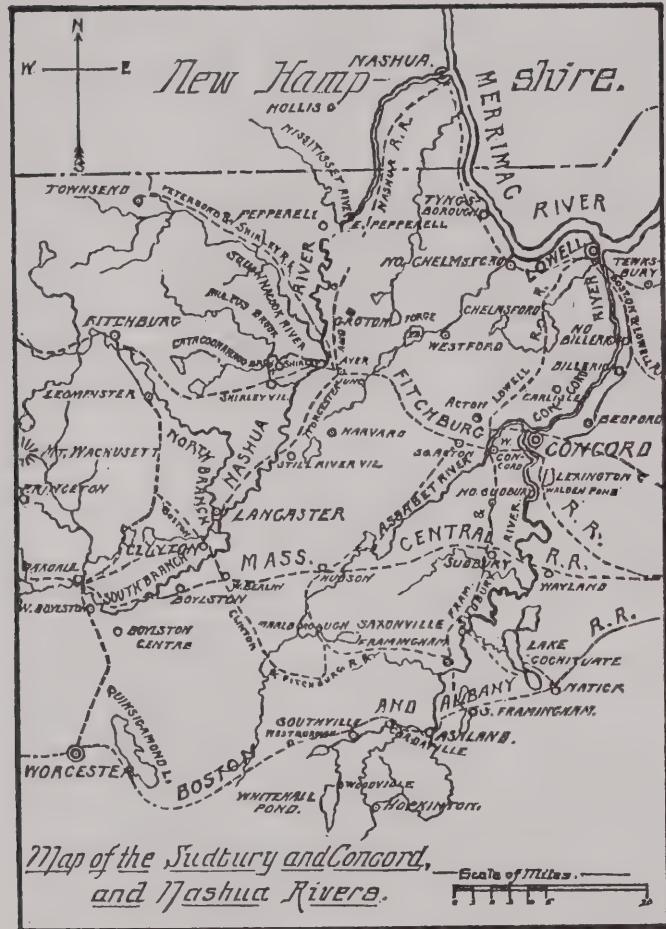


The New Epoxy Book.
Our 13 years of know-how
makes how-to a whole lot
easier for you.

BOATING TRIPS ON NEW ENGLAND RIVERS

BY
HENRY PARKER FELLOWS
ILLUSTRATED BY WILLIS H. BEALS

BOSTON
CUPPLES, UPHAM, AND COMPANY
Old Corner Bookstore
1884



CHAPTER I.

SOUTHVILLE.—CONCORD.

THE source of the Sudbury River is, I was about to say, among the clouds. It appears upon earth, however, in the form of two rivulets, one of which flows from Whitehall Pond, a beautiful sheet of water in Hopkinton, and the other, beginning from indeterminate places in Westborough, joins the Hopkinton branch just above Southville. Which is the Sudbury River we leave Hopkinton and Westborough to settle between them, although perhaps ere this, for aught we know, they may, in order to avoid controversy, have divided the honor. After the junction the river flows in an easterly direction to Ashland, and thence pursues a generally northeasterly course,

PREFACE.

It is the author's purpose, in the following pages, to describe trips he has taken in a skiff, from summer to summer, on one or another of our home rivers.

The initial article appeared, in part, originally in the Boston Courier, and the Cruise on the Housatonic in the Springfield Republican; while the trip on the Nashua is now published for the first time.

H. P. F.

CONTENTS.

- I. AN INLAND VOYAGE ON THE SUDBURY, CONCORD, AND MERRIMAC RIVERS.
CHAPTER I.
SOUTHVILLE.—CONCORD
- CHAPTER II.
CONCORD
- CHAPTER III.
CONCORD.—NEWBURYPORT
PRACTICAL SUGGESTIONS
- II. AN AUTUMN CRUISE ON THE HOUSATONIC.
CHAPTER I.
PITTSFIELD.—LEE
- CHAPTER II.
LEE.—GREAT BARRINGTON
- CHAPTER III.
GREAT BARRINGTON.—KENT
- CHAPTER IV.
KENT.—STRATFORD
- III. THE NASHUA RIVER.
CHAPTER I.
WEST BOYLSTON.—LANCASTER
- CHAPTER II.
LANCASTER.—GROTON
- CHAPTER III.
GROTON.—NASHUA

until with the Assabet, in Concord, it forms the Concord River.

It was the desire of the writer and a friend in taking a boating trip down the river to obtain a rowboat at the pond at Hopkinton; but it appeared to be difficult to procure a suitable craft, and it seemed very doubtful whether the branch from the lake, in its several miles of flow to the other branch, was navigable; so we concluded to take a skiff to Southville and start from there.

By virtue of an order of Mr. Hobart, station-master of the Boston and Albany Railroad, we had our skiff put on board the baggage car of the seven A.M. train from Boston, upon the payment of one extra fare, seventy cents. We arrived at Southville soon after eight o'clock, and were obliged to wait in the station a couple of hours on



account of a severe thunder shower. As the clouds were breaking away, we carried our boat on a wheelbarrow to a stone bridge, with a single small arch, about two hundred feet from the station, and launched her on the right-hand side, and, having embarked with the baggage, pulled down stream. The river was barely wide enough to allow free play to the oars. The water was sufficiently deep, however, though the river most of the way was filled with beds of long, limp, gently winding blades of grass. Halting at a leaf-embowered bend midway between Southville and Cordaville, we partook of lunch in a beautiful stretch of sloping woods amid moss-gray bowlders, and at high noon were again on our way.

We soon pulled over a pond and came to the mill-dam at Cordaville. The bed of the river below the dam was dry, so, disembarking, we carried our boat around the mill on the left-hand side (left, facing down stream), and deposited her at the bottom of a deep tail-race, and patiently waited for the mill to begin work so that we might float away on the waste water. Soon we heard the machinery in motion and quickly the water rose in the canal and soon carried us forward under an arched stone bridge into the river. We then had rather difficult work in pushing and poling for about a mile until we came to the dam at Chattanooga, having unwisely hurried on in the shallow channel instead of waiting for the waste water from the mill to raise the stream. We were compelled to pull the boat over several rocky places, however, which are impassable in a boat at all times, except, perhaps, when the water is high, as in the spring. As we were pushing through one place where the stream was completely blockaded with overhanging bushes, Bow found just beneath his hand a bird's nest in which were three light blue eggs.

We hauled up near the sluice-way in front of the mill and carried our boat on a wheelbarrow about three hundred feet over a road past the right of the mill, where the proprietor, Mr. Aldrich, who had kindly loaned us the barrow, came out with his boys and wished us good luck on our voyage. We pulled under a bridge of the Boston and Albany Railroad, which crosses the river just below

the mill, and had a delightful row in a narrow, deep channel with a fine current, until we came to a deserted dam. We pulled to shore on the left-hand side and hauled the boat over the framework of the sluice-way to the embankment, and thence into the canal below, where, in still water under arching trees which cast deep shadows, we poled the boat for about a hundred yards until we emerged into a pond. Crossing this pond we came to a low dam. We pulled the boat over the middle of the dam in a few minutes, but then were obliged to get out and drag her through several gravelly shallows two or three hundred feet to a bridge, and thence had difficult navigation a short distance further, until we entered the pond at Ashland.

About six o'clock we came to the dam and stopped on the right-hand side thereof, at the head of the sluice-way. Below the dam is a series of extensive buildings which were intended to be used as print-works, an industry that, on account of the injurious effect of the dyes upon the stream, unfortunately had to be abandoned, when Boston took the Sudbury River as a source of its water supply. Only a portion of the premises is now occupied as a thread-mill. Below the dam, for nearly a third of a mile, the bed of the river was so shallow that it was impossible to float the boat, so we endeavored to procure a conveyance to carry the boat around by the road.

While waiting on the bank a number of Ashland gamins crowded around and were altogether a saucy lot. We could obtain no conveyance of any kind, so, as it was growing dark, and we wished to get further down stream away from the Ashland gamins, to pitch our tent, we carried the boat through the mill-yard, and with friendly assistance after a while put her into the water below the first road bridge. The stream was still very shallow, however, so we alternately carried along the bank or dragged the boat through shallows to a place about half a mile below the dam. When embarked and once more able to row, it was quite dark. Pulling on, we several times got into wrong channels, and soon found that we were in a labyrinth, in which it was as difficult to find an outlet as it is to trace one's way through the puzzling mazes of Rosamond's Bower. In the course of a half-hour, however, after meeting many obstructions, we passed under a bridge and continued on along past several houses, which we afterward discovered were in the lower part of Ashland. As we rowed by the last house a little girl cried out in the darkness, "Halloo! who are you?" We said, "Boating on the river," and bade her good-night. She responded, "Good-night," and added, in tender treble, the kindly invocation,—

"May you sleep tight,
Where the bugs don't bite!"

Immediately below, we pulled under a bridge, but after rowing on about half a mile we found that we were en-

tangled in a multitude of winding and shallowing bayous, with long marshy grass on every side and a causeway in front, and merely a glimmering landscape around. We were indeed completely baffled, and as it was eleven o'clock we put back to the bridge, and after vainly trying to get directions for our course we concluded to stop at one of the houses. The young man who acted as our cicerone talked the true middle-of-England dialect, as it appears in Griffith Gaunt and Nicholas Nickleby. His peculiar pronunciation of "meestur" was very pleasing, and especially pleasant the tones of his voice as he rapped up Mr. Pratt, who, in most hospitable fashion, as we had been assured would be the case, took us in and rid us of the chief difficulty of our situation until the morrow.

Upon crossing the bridge early in the morning to embark again, we readily discovered the cause of our erroneous wandering the night before. The course of the river was very similar to the shape of the letter V. As we proceeded along we had come to the bridge at the apex of the V, as it were, and of course, naturally enough, in the darkness, immediately rowed under it. The river, however, instead of flowing under the bridge, turns sharply to the northeast, and we should have rowed up the other side of the V, as it were.

In a few minutes we were rowing in front of the bridge, and soon left it in the rear. In about a third of a mile a low dam compelled us to make a very short carry on the left side, and we then entered the first of the city reservoirs. We hauled over a low dam at the end of the first pond on the left, a very easy obstacle to pass, and after a pull over another pond with the Boston and Albany Railroad on our right, we came to a low causeway, over which we hauled the boat, and then pulled through a long stretch of water to a very high dam, guarded on the right by a small but very artistic gate-house, wherein are the gates for regulating the supply of water, and several hydrometers. The row in the deep water basin under the hot sun had been pretty warm, so we lingered in the shade of the gate-house on the dam before undertaking the fresh task of getting the boat over. It was hard work to pull the boat to the top of the embankment on the right of the dam (which is about twenty-five feet high), over the heavy masonry, at an angle of about forty-five degrees. The descent, however, on the lower side, was comparatively easy, and we were soon pulling across the last reservoir to dam number one.

Bow was quite surprised to ascertain that number one was the last dam, there having been much talk about dam number one, dam number two, and dam number three; he naturally supposing that number one was the first, instead of the last, of the series. We found the water of the last pond filled with innumerable fine particles of the vegetable matter which has been the occasion of so much disturbance to the citizens of Boston and their water-board, from time to time, for the past several years. The

phenomenon appearing in only one pond, and there developed to such an extent, is certainly very remarkable. Experts have declared, however, that the matter does not impair the purity of the water, though we did not care to drink it.

Dam number one we found almost as difficult to get by as dam number two. We carried over on the right and lowered the boat over quite a high stone wall below the gate-house into the river. Only one hundred and forty thousand gallons of water are let through the dam each day to supply the mill at Saxonville, and consequently the river-bed was quite shallow. Stroke kept in the boat, and after poling by a number of rocks in a few minutes reached comparatively clear water. The going continued to improve, and ere long we came to the camp-meeting ground at South Framingham. Rowing on through a long, narrow pond we came to a short, low dam. We let the boat float over with the fall of water under a house at the middle of the dam, and below had to get out at brief intervals and pull over several gravelly shallows. The going soon became good, except at rare intervals where a shallow compelled us to push along or get out of the boat and haul through. The water was clear, however, and the banks lined with trees, and, except when we came to an arched stone bridge and saw some men mowing, our course for about two miles was along a narrow, winding stream, exceedingly pleasant. We passed a number of piles of stones heaped up in the form of round bee-hives; and on one a water-snake (I think he must have been asleep), threatened with an oar, maintained his position until thrust off. After a while the river wound in more open country and then again amid a hilly country with thick woods on every side. It was noon and the sun was shining hot. Not a breath of air was stirring, but we kept on, wishing to get below Saxonville at as early an hour as we could and go into camp.

Emerging from the woody banks, we crossed a pond and came to a deserted dam, which is about two miles above Saxonville. The dam is broken on the right side with the water at the same level below as above, and we found that we had just room enough to pass between two iron axles, each surmounted by a huge iron cog-wheel, high in air, that formerly composed part of the machinery of a grist and lumber mill. We pulled over the buoied race-course on the upper part of the Saxonville pond, and at the ice-house a huge cake of ice was thrown into the pond for our benefit, where it looked very odd floating about in midsummer. We soon came in sight of the mill and houses at Saxonville, and about two o'clock hauled ashore on the left-hand side of the dam and had our boat transported through the town by the Adams Express, and put into the water near a livery-stable by the railroad-station.

(To Be Continued)

Bolger on Design

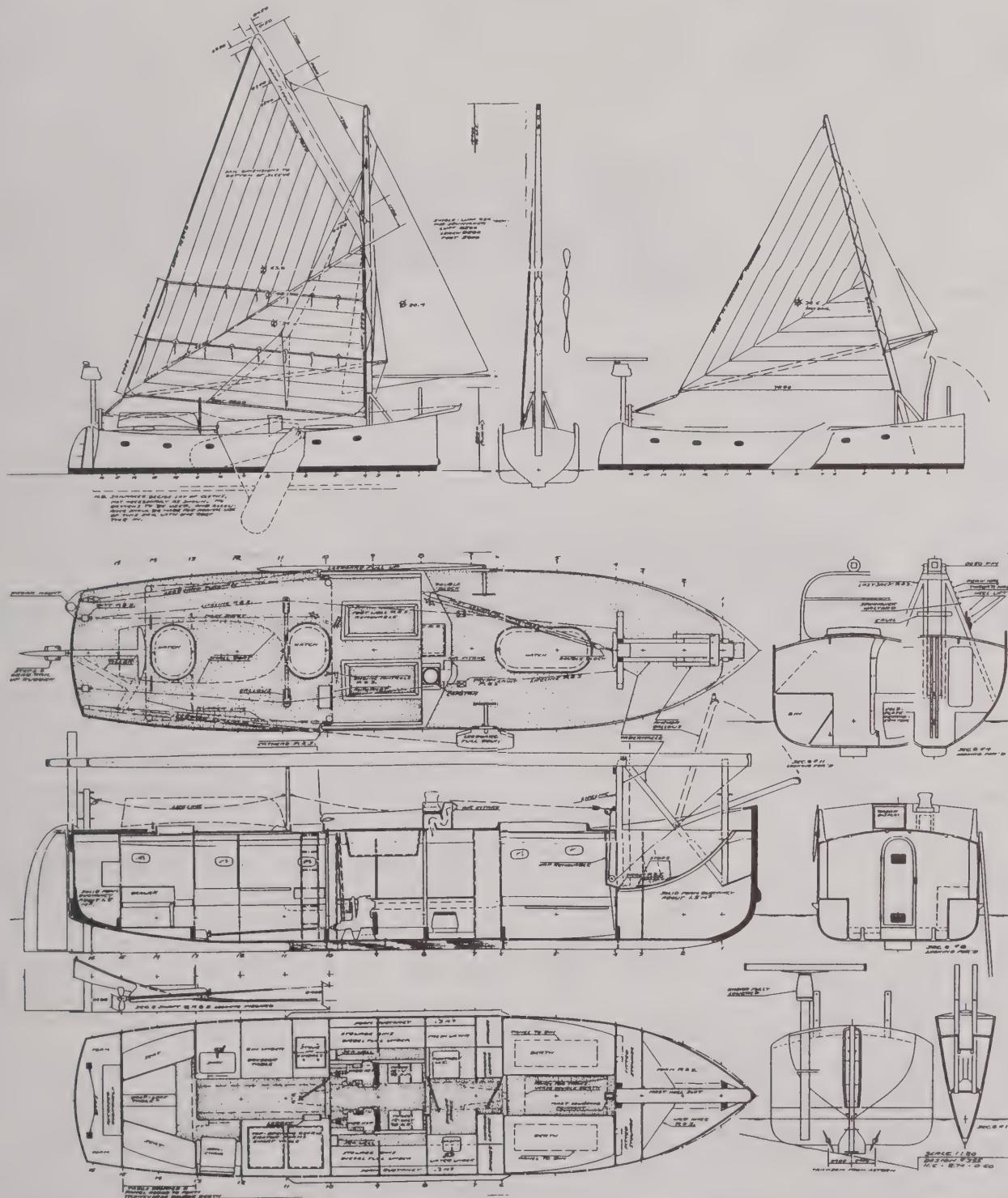
DESIGN #355 METRIC 11.6 x 2.74 x .6 METERS (38'x9'x2')

Caribbean Liveaboard

The owner-builder of this boat has immense experience and knew exactly what he wanted to accomplish. He lived aboard her for twelve years mostly around the Caribbean. Then he came back for a straight power boat with a 5,000 mile range, having concluded that the rig was more trouble than it was worth.

She was designed to keep the sea in any weather. The floor space in the after cabin was sized to make a sleeping cocoon that a sleeper couldn't be thrown out of

short of a rollover. She is twin screw to allow use of the leeside propellor in the worst conditions, with some sail set to keep it buried in spite of her two-foot draft. The engines are small enough to hand start, but she has 360 amp-hours battery capacity to run the 1,000 lb. electric capstan, the powerful radar and the autopilot. The big gaff cat rig was intended to be used reefed much of the time, and I think, in fact, the jib headed trisail was used more than the gaff sail.





Cape Cod's
Sailing
Headquarters

And Now
Wooden Boat
Center

★ The Arey's Pond Catboat ★

Available in 12' and 14' sizes, limited production, built exclusively at Arey's Pond Boat Yard. Finished off in Teak or Mahogany by professional wooden boat builders.

New and used Sailboats, brokerage. 9' and 11' skiffs. Tohatsu outboards. Professional service to O'Day boats. Fully stocked store. Fiberglass repair & outboard service.

Moorings, hauling, storage, wooden boat restoration, custom building, sailing and boat building classes.

* Est. 1945 *

AREY'S POND BOAT YARD

Arey's Lane off Rte. 28, P.O. Box 222
South Orleans, MA 02662

255-0994



Own A Dory

Bank Dories, the workboat of the Gloucester fisherman. Working craft at a working man's price. From \$850.

Ernest W. Steller, Jr.
RR1, Box 251B
Canann, NH 03741
(603) 632-4783

Burt's Canoes

Traditional Wood/Canvas Canoes

BURT LIBBY Rt. 1, Box 1090
(207) 268-4802 Litchfield, ME 04350



Box 29
Hanson, MA 02341
(617) 293-9044

BUILDERS OF ULTRA LITE WOODEN BOATS



Plans • Easy to Build Kits • Completed Boats & Accessories



THE ADIRONDACK GUIDE-BOAT

by the

Indian Point Guideboat Company
732 Midland Avenue, Midland, PA 15059
412-643-5457 643/6001
Gardner Callanen, boatbuilder

We have the world's largest selection of new Guide-boats and historically correct accessories available from any source. Dozens of models, in lengths of 12' to 18 1/2', construction materials range from traditional wood to the state of the art bi-axial kevlar. We offer reproduction oars, hardware, yokes, paddles and accessories. All of our fiberglass boat hulls are exactly reproduced from original antiques for the best rowing performance and authenticity. Our new 16' "Lonesome Bay Boat" is a modern materials version of a 1912 "Old Town Double Ended Boat". See our new "Video Magazine" III

Builders & Restorers

Repair & Restoration
of wooden boats
Custom built traditional wooden
boats
HUMPHREY BOAT WORKS
45 AUCOOT RD., MATTAPOISETT, MA
(508) 758-6234

CHRIS STICKNEY BOATBUILDER

- Wooden Boat Restoration & Repair
 - New construction
 - Shop Rate \$15/hr
- Box 146, St. George, ME 04857
(207) 372-8543



10'6" x 3'10" LAPSTRAKE YACHT TENDER

Designed circa 1890
Cedar planking on oak frames
Hackmatack knees & hard pine thwarts
Copper & bronze fastenings
Two rowing stations
Weight 75 lbs. - capacity 500 lbs.

SUTHERLAND BOAT & COACH, INC.

4th Generation Boat Builder
Builds & Restores:

wooden sail/row boats, motor
launches & "woodie" station wagons



2258 Rte. 54A, Penn Yan, NY 14527
315-536-2258

WILL BUILD ON COMMISSION:

Sailing dories, day-sailers or cruising boats to 30'. LOA, built to your requirements. All of superior construction in wood at reasonable price.

THE LANDING BOATSHOP
P.O. Box 1490, Kennebunkport, ME 04046
(207) 985-7976

10'6" ~ 20 lbs.

If the concept of a 10'6", 20 pound classic double paddle cruising canoe appeals to you as it did to Nessmuk back in the 1800's, send for free info and sample copy of my newsletter.

Feather Canoes

3080 N. WASHINGTON BLVD.
SARASOTA, FL 34234
(813) 953-7660



CLUBHOUSE BOATWORKS
217 S. River Clubhouse Rd.
Harwood, Maryland 20776
(410) 798-5356

BEAUTIFUL CUSTOM WOOD skiffs, prams, lapstrakes, and rowing boats. Dinghy repair and restoration, inlays, line splicing, varnishing, woodworking, and model building.

Woodstrip Watercraft



CANOES,
KAYAKS &
SMALL BOATS

Built in modern wood construction. Also accessories, supplies, restoration and repair. Custom design.

AL BRATTON
Builder
1818 Swamp Pike
Gilbertsville, PA 19525

(215) 326-9282

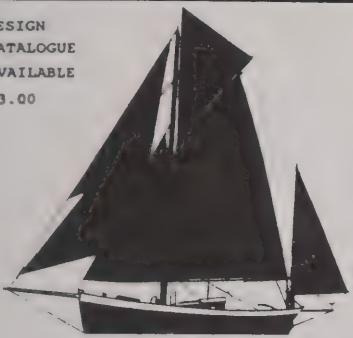
CONSTANT CAMBER™
Built to order boats, panels, and kits
Stitch-n-glue assembly
Sail, row, or motor in 7' to 12' LOA



10' tender pictured

NORTH COLUMBIA BOATS
PO BOX 480, UNDERWOOD, WA 98651
(509) 493-3632
send \$3 for color brochure

DESIGN
CATALOGUE
AVAILABLE
\$3.00



MDC

Marine Design & Construction
ANTONIO DIAS

106F TILLSON LAKE ROAD WALLKILL NEW YORK 12589
914 895 9165



**CRUISING WHERRIES - REC SHELLS -
DORIES - NORWALK ISLAND SHARPIES**

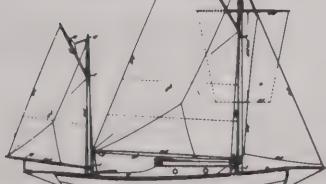
IN WOOD/EPOXY OR FIBERGLASS

Ask about our new Rec Shell Kits at Wooden Boat Show, Newport, Rhode Island, June 26-28
HOGTOWN BAYOU BOATWORKS
P. O. BOX 1281
SANTA ROSA BEACH, FLORIDA 32459

FREE BROCHURE

(904)
267-3539

**Hadden & Stevens
Boatbuilders**



Specialists in Wooden Boat Construction & Repair

HCR 32, Box 301, Small Pt., ME 04567 (207)389-1794/737-4143

CHARLES W. AKERS

BOAT BUILDING & REPAIR
WOOD • STEEL • FIBERGLASS

2816 AHERN DRIVE
ORLANDO, FL 32817
(407)658-0622



17 SWAMPSCOTT DORY

**NORTH RIVER
BOATWORKS**

6 Elm St., Albany, NY 12202
(518) 434-4414 Info \$2

Wooden Boats for Sail, Oar or Power

607-547-2658

Tom Krieg's Boat Shop

(At 6 Mile Point On West Lake Road)
PO BOX 1007
COOPERSTOWN, NY 13326
Woodenboat Restoration / Rigging

**BLACK DUCK
Boat Shop**



CUSTOM WOODEN BOATS TO 20'
REPAIRING & BUILDING OF WOOD BOATS
GLUED LAPSTRAKE, STRIP PLANK
SKIFFS, KAYAKS, CANOES

53 Blackberry Road, Danbury, CT 06811
(203) 797-8047

**SOUTH COVE BOAT SHOP
HAS MOVED!**

SEE US AT THE
NEWPORT WOODENBOAT SHOW
JUNE 26-28



**WOODEN BOAT BUILDING, REPAIRS
AND RESTORATIONS**

For the past twelve years Rob Barker, at the South Cove Boat Shop, has been building dories, skiffs, dinghies, yacht tenders, punts, runabouts, and other traditionally designed and built wooden boats. Other boat shops have come and gone. We're still here, but we've moved. Our new and much larger shop represents our continued commitment to building high quality, custom built boats. If you are interested in having a traditional boat built for you, write us or give us a call.

**OUR NEW LOCATION PUTS US WITHIN REACH OF ALL
NEW ENGLAND AND THE CHESAPEAKE BAY AREA.**

PLEASE MAKE A NOTE OF OUR NEW ADDRESS:

Rob Barker South Cove Boat Shop
615 Moyers Lane Easton, PA 18042
Phone/Fax (215) 253-9210

Plans

Moondance
a car top, sleep-aboard
cruiser for two.... honest

The 5'2" beam (on 11'3" LOA) gives the room and stability for day sailing four comfortably, or sleeping two safely. And it doesn't seem to affect performance at all.

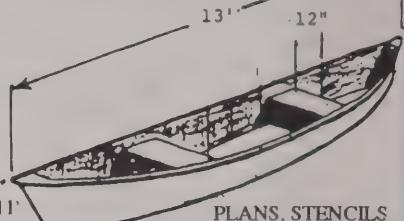
Finished boat-\$1800 Kit-- \$900
Study plans--\$4 Plans--\$45
(Plans include super clear, illustrated instructions, and full sized patterns for easy stitch and glue construction.)

THOMSON SMALLBOATS
Box 670, Vestal N.Y. 13851

UFFA FOX's CLASSIC REDWING is now available. This robust and speedy 14' one-design—renowned for its seaworthiness—is an able racer, daysailer. Redwing features sound lapstrake construction with mahogany planking on oak frames, distinctive red sails, and wooden centerboard or iron centerplate.

NORTH AMERICAN REDWING DINGHY ASSOC.
33 Nicholls St. Lockport, NY 14094

CAJUN PIROGUE



PLANS, STENCILS
Lightweight, sturdy, maneuverable.
Excellent hunting, fishing boat.
Send SASE for info.

289 Lake St.,
E. Weymouth, MA 02189
(617) 335-3643

WEE PUNKIN

"Wee Punkin" has traditional good looks, is fun to build from inexpensive materials, and her performance will delight you. Innovative foam core deck and ample flotation make her extra safe and comfortable. She is ideal for children if they can get her away from dad. Truly a breakthrough in small boat design. Hit of the Port Townsend Wooden Boat Festival. No lofting. Plans with full size station patterns and detailed instructions. \$36. SASE for more info.

GRAND MESA BOATWORKS
Rt. 1, Box 75, Collbran, CO 81624

LAKE WATERCRAFT

The "Chewonki" sea kayak and other elegant, easy-to-build, plywood renditions of traditional eskimo and native American craft.

PLANS - KITS - BOATS

David A. Lake
RR 3 Box 845 Wiscasset, ME 04578
(207) 443-6677

GEODESIC

AIROLITE

Boat

Plans & Kits

- Full size patterns
- Instruction manual
- Design portfolio
- send \$2.00

MONFORT ASSOCIATES
RFD 2 Box 416 • Wiscasset, Maine 04578

BALSAM SWAMP BATEAU

16'x3'9"x75lbs. Build it in a weekend for \$100, and it's pretty! Fast under sail or oars. Plans & detailed building instructions \$40. Study plans \$5.

G. HALL

RD #8, Box 82 Binghampton, NY 13901
(607) 648-9791

Get the "Compleat Works"

the Small Craft Catalogue. Finished rowing and sailing skiffs, tenders & runabouts, plus 35 pages of illustrated boat & stripper canoe building supplies, plans, fasteners & hardware. Send \$4.00 to:

Tender Craft Boat Shop Inc.
284 Brock Ave. Toronto, Ontario, M6K 2M4, Canada



NYMPH: 7'9" x 3'6" Tack & Tape "Witch" Craft
Just eight hours in your shop can flesh out this dynamically rounded hull that Phil Bolger engineered into Nymph's five flat plywood panels. Quick and responsive under sail or oars, easy to cartop, and the most boat at the lowest investment of labor and materials.

PLEASE SEND ME: Complete construction plans and instructions for \$25.00 Study plan packet for Nymph and 24 other easy-to-build Instant Boats for \$5.00

BOOKS: Instant Boats. \$15.00 ... *Build the New Instant Boats.* \$19.95 Go Build Your Own Boat. \$20.00 Build the Instant Catboat. \$9.95 How to Build the Gloucester Light Dory. \$7.95 Keeping a Cutting Edge: Saw Filing. \$7.95 Boat Modeling with Dynamite Payson. \$17.95

Add \$1.00 S&H

Name _____

Street _____

City _____ State _____ Zip _____

Harold H. Payson & Co.

Dept. MB, Pleasant Beach Road • South Thomaston, ME 04858

207-594-7587

WESTON FARMER

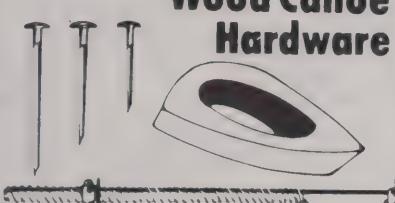
BUILDING PLANS & ARTICLE REPRINTS

BUILD A WESTON FARMER CLASSIC DESIGN. 15 plans available for the amateur boatbuilder from 10' launch IRREDUCIBLE to famous 32' blue-water ketch TAHITIANA. Send \$2 for catalog defining specs, plans, contents, prices, etc.

READ & ENJOY A WESTON FARMER BOAT STORY. We have 20 article reprints on small boat designs written through the years by E. Weston Farmer, N.A., considered by many to have been one of the outstanding marine writers of all time. Delightful reading for only \$1 per page. All articles include line drawings, offsets, etc. that you can use. Send \$2 for catalog listing

WESTON FARMER ASSOCIATES
18970 AZURE ROAD, WAYZATA, MN 55391

(612) 473-2360



Wood Canoe Hardware

CANOE HARDWARE: 1/2", 11/16", 7/8" canoe tacks; 3/8" oval brass stem bands; clenching irons; 3/16" bronze carriage bolts; canoe plans; clear white cedar. Price list available. NORTHWOODS CANOE SHOP, RFD #3, Box 118-2A, Dover-Foxcroft, ME 04426.

ATLANTIC WHITE CEDAR

Flitches 4/4, 5/4, 6/4 thick to 16' long. Some other sizes and grades available. Limited quantity, all rough sawn. Call or write for info.

J.D. ENGLAND CO.
HCR Box 337, Urbanna, VA 23175
(804) 758-2721

STAINLESS STEEL STAPLES

PLUS STAINLESS

• screws • bolts • nuts • nails •

Call or write for our free catalog!
CALL: 1-401-782-3760

ANCHOR STAPLE & NAIL CO. P.O. BOX 570
Wakefield, RI • 02880

VOLVO PENTA Orr's Island Boat Works

9, 18, 28 and 43 HP Diesel Engines
Smaller Size, Less Weight
Complete Package Including Reverse Gear
Old Volvo Diesels Rebuilt

Rt. 24, Box 731 Orr's Island, ME 04066
(800) 339-6777 (207) 833-5852
(Maine only)

Mast Hoops

Mast Hoop Fasteners •
Sail Hanks • Parrel Beads
• Wood Cleats • Wood
Shell Blocks • Deadeyes
• Belaying Pins •
Bullseyes • Custom Bronze
Hardware

Pert Lowell Co., Inc.
Lane's End
Newbury, MA 01950
(508) 462-7409
Custom wooden boats, mast hoops,
authentic nautical furnishings



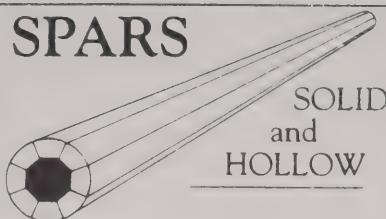
Orr's Island Boat Works
AUTHORIZED
DEALER
9-170 HP DIESELS

FULL PARTS INVENTORY
EXPERT TECHNICAL ASSISTANCE

Rt. 24, Box 731 Orr's Island, ME 04066
(800) 339-6777 (207) 833-5852
(Maine only)

Materials Supplies

SPARS



SOLID
and
HOLLOW

D.P. Cooper Boat Building Inc.
RR1 Box 267
Hartland, Vermont 05048
(802) 436-2640



The ACA Open Class Sail is a simple sleeve type lateen sailing rig suitable for cruising or racing. A one design sail available for \$175 POSTPAID from:

American Canoe Association
Suite B-226
7432 Alban Station Blvd.
Springfield, VA 22150
(703) 451-0141

POLYESTER RESIN

5 Gal. Paint	1 Gal.	4 or more	20 or more	4 pails or more
\$70.00 ea.	\$15.50 ea.	\$14.50 ea.	\$14.00 ea.	\$67.50 ea.

(With Catalyst)
Finest Quality - Always Fresh

FIBERGLASS - WIDE SELECTION BY THE YARD OR ROLL - FOR EXAMPLE

Mat 1-1/2 oz. 38" - \$2/yd • Roving 24 oz. 38" - \$3/yd. • Cloth 10 oz. 38" - \$4.05/yd

SILICON BRONZE WOOD SCREWS - MANY SIZES FROM 3/4X8 AT \$4.80 TO 3X16 AT \$40.50
ALSO STAINLESS STEEL FASTENERS AND BRONZE RING NAILS

GLOUCESTER PAINTS - THE COMPLETE LINE AT 40% & 50% OFF LIST PRICE
SYSTEM THREE EPOXY RESINS

MERTON'S FIBERGLASS SUPPLY
P.O. Box 399, E. Longmeadow, MA 01028
Tel (413) 736-0348 To Order Call Toll Free 1 (800) 333-0314
CALL OR WRITE FOR FREE PRICE LIST - WE SHIP ANYWHERE IN USA



COD

JAMESTOWN DISTRIBUTORS

FASTENERS

Boatbuilding And Woodworking Supplies

800-423-0030
Order Line

JAMESTOWN, RHODE ISLAND	BEAUFORT, SOUTH CAROLINA
28 Narragansett Ave.	Hwy 17 & 21, Gardens Corner
P.O. Box 348	Rt. 1 Box 375
Jamestown, RI 02835	Seabrook, SC 29940
Local 401-423-2620	Local 803-846-9500
Fax 401-423-0542	Fax 803-846-9005

JAMESTOWN DISTRIBUTORS

1992 CATALOG

If you are building, restoring, or repairing, send for a free copy of Jamestown Distributors' catalog. This is a thorough catalog filled with marine grade fasteners in stainless steel, silicon bronze, brass and hot dipped galvanized as well as marine hardware, finishes, glues, resins and tools.

GAMBELL & HUNTER SAILMAKERS

Cotton and Dacron Sails
STANDING AND RUNNING RIGGING

(207) 236-3561
16 Limerock Street, Camden,
Maine 04843

CUT COPPER CLENCH NAILS

We have the old Atlas Co. machines. Pure hard drawn copper. Just the thing for lapstrake canoes, skiffs, dories. 3 diameters, 1/16", 3/32", 1/8". 10 sizes, 3/4" - 1-1/4". Prices: \$7.50 - \$10/lb. Send \$1 for sample packet.

STRAWBERRY BANKE, INC.
P.O. Box 300 MB, Portsmouth, NH 03801

FREE CATALOG

Classified Marketplace



14' BROCKWAY, 1988 w/15hp Evinrude. Guaranteed start on 2nd pull. Bronze steering wheel on station w/throttle & gear controls. Oars, motor cover, cleats, flotation chambers. All in exc cond. Incl trlr. Asking \$1,250 or best offer.
MIKE SHERWOOD, Lyme, CT, (203) 434-0162 or (203) 434-2276. (4)

WANTED, B.C.B.C. basket case Beetle Cat or vice versa. Cat loving mortician wants Beetle Cat to give it 9th life and keep it away from embalmer.
H.E. VIBBER, 5 Soljer Dr., Waterford, CT 06385-4313, (203) 442-7376. (4)

12' ASA THOMPSON SKIFF, recently completed, pine on white oak, mahogany transom & seats, copper & bronze fastened. rugged & beautiful. Asking \$800.
DICK HUARD, W. Newbury, MA, (508) 465-8075. (4)

1986 SEA PEARL 21, fast boat, great day-sailer/beach camper (slips 2). Incl trlr, motor, oars, pop-top, leeboards, water ballast tanks.
WAYNE ISSELL, E. Hartland, CT, (203) 653-3899. (4)

CANADIAN BOAT WALKER, new in box, never used. Great for canoe, kayak or small craft. W/tire pump & adjustment wrench. Folds flat for storage in boat. \$135 post paid.
RICHARD DALBY, 19 Prospect Hill Rd., Stony Creek, CT 06405, (203) 483-5180. (4)

DRY SUITS, Marker Dry Fashion, med size, all new latex seals. Great for cold wet boating. \$145 ea.
BOB ZELLEY, Yardley, PA, (215) 297-8579. (4)

LASER WANTED in gd cond by experienced dinghy sailor for regatta in Quincy Bay July 18 & 19. Will trade a Snipe, Penguin, Sunfish or canoe for same period.

ED YOUNIE, Dublin, NH, (603) 563-8522. (4)

ROWCAT ROWING CATAMARAN, 19'5" x 5'2" x 55lbs single. All FG w/composite 9'6" oars & sliding seat ass'y. Exc cond, \$1,200.
BOB TORGersen, Nanuet, NY, (914) 623-4835. (4)

PROJECTS. 15'6" Thomaston Galley (plans in Phil Bolger's "Small Boats"), row, sail, motor. Major parts prefabricated, awaits assembly & finishing, \$150. 10'6" sailing dinghy for stitch & glue constr. A gd proj to try this constr. Leave off the sail & it should make a good dinghy, \$50
CHUCK WRIGHT, N. Falmouth, MA, (508) 564-4250. (3)

25' AMPIIIICON SLOOP, 1957, strip planked hull sound. Needs TLC. 6hp OB. \$3,000 OBO, consider smaller boat in trade.
BOB ESTES, 2978 Valley View Rd., Annapolis, MD 21401, (410) 573-5289. (4)

WHISP, w/oars & compl sail rig. Mfg. by O'Connell's Wooden Boat Shop 1989. Exc cond, used in fresh water only. \$1,500 or best offer.
JOHN WOODWARD, Lancaster, PA, (717) 397-5301 (lv. message). (4)

15'8" LOA BANKS DORY, 13' bottom, Lowell-blit, pine & mahogany over oak. Incl oars, equipt, galv trlr, all top shape. \$1,475 firm.
MIKE ORBE, Centerville, MA, (508) 420-5487. (5P)

29' BOLGER WHALEWATCHER almost compl, water ballast, mast, sails, lines, fittings, custom trlr. Great for cruising shallow waters. \$12,000.
K. ANCER, Eden, MD, (410) 548-2645. (4)

ANCHOR WINCH, electric, handles rope or 5/16" chain. Horizontal shaft, \$300.
WAYNE THAYER, Crownsville, MD, (410) 923-6960. (4)

WANTED, 33'-38' aluminum mast w/all rigging. I am rebuilding a Rhodes Ranger 28' sloop.
WAYNE THAYER, Crownsville, MD, (410) 923-6960. (4)

8' AQUATERRA DOUBLE PADDLE, take-apart, \$75.
DAVID BOLDUC, Greensboro, NC, (919) 275-8898. (4)

FRAME KIT for 21' Glen L CB plywood Sloop. Brand new, never started. Compl w/plans. \$300
CHARLIE BALLOU, 35 Park St., Wilmington, MA 01887. (4)

CLASSIC CANOE awaits loving restoration. Torpedo ends, abt half decked, oval cockpit w/full coaming. Hull is sound & fair, all major parts. Similar boat restored seen offered for \$1,500. \$150 or BO.
CHUCK WRIGHT, N. Falmouth, MA, (508) 564-4250. (3)

1988 SUNRUNNER cuddy cabin w/V-berths & seats. Cockpit seats 6, full canvas, Mercruiser V-8, Alpha outdrive, galv trlr, vy gd cond. Sell at \$4,500 below book value for \$7,950.

FRANK CLOUSE, Worcester, MA, (508) 791-4766 wkdays. (3)

15' WOOD/CANVAS CANOE in gd cond, made in Canada. No serial number. \$450 or best offer.

GLENN ALLEN, N. Kingstown, RI, (401) 295-7123. (5P)

1991 AVON INFLATABLE, roll-up tender model 2.85. Exc cond.

TONY OPPERSDORF, Lincolnville, ME, (207) 763-3664. (3)

MOVING TO ALASKA, CAN'T TAKE IT WITH ME. San Francisco Pelican, exc cond, seaworthy & corky, bold dory hull. Trlr available. Quick sale at \$1,500.
JOHN FALVEY, Huntington Bay, NY, (516) 673-0015. (3)

WANTED. Information on old U.S. Life-saving Stations still standing. Locations, current use, lifesaving boat lines, stories, etc. Especially interested in Wood Island Station on Piscataqua River, Portsmouth (NH) harbor.

STANLEY LONGSTAFF, 63 Main St., Eliot, ME 03903. (3)

23' CLASSIC SCHOONER, 1982, FG, 4 gaff rigged tanbark sails, 6hp OB, cuddy cabin, one of a kind, fully equipped. Sail a beautiful small ship for \$11,000.

JAMES LESTER, Essex, MA, (508) 768-3278 (home), (508) 740-3549 (work). (3)

COAST GUARD SURFBOAT, Race Point type. Small cabin, 25hp Johnson runs her easily, economically. Real character boat. \$2,500.

GEORGE PALFREY, 101 St. George St., Duxbury, MA 02332, (617) 934-5147. (3)



24' CHARLES CROSBY CATBOAT, blt 1908 for codfishing out of Chatham. Rebuilt in 1938, 1971 & 1992. New sail, diesel engine. Asking \$13,900 or best offer.
CAL PERKINS, Box 97, Mattapoisett, MA 02739, (508) 758-4740. (TF)

12' LAPSTRAKE PULLING BOAT, cedar on oak, double thwart w/benches aft. Originally intended as a schooner's boat so she is fitted w/lifting rings to sit in davits. Rudder w/yoke & 1 pr 8' spruce oars. 1890's design blt in 1991. Asking \$4,500.

GEORGE ZACHORNE, JR., Wickford, RI, (401) 294-4472. (3)

DELIGHTFUL WATER DOME, Key Largo, like having your own island! Spacious vacation studio with sundeck, afloat on Florida Bay. Includes sailboat, motorboat, spectacular views, privacy. Sleeps four. \$595/week.

SHOAL WATER CRUISES, Key Largo, FL, (305) 451-0083. (TFP)

SUMMER RENTAL: House on Maine island nr Acadia National Park. Three br, bath, kitchen. View of harbor, hiking trails on property and other places on island. Fresh water swimming quarry nearby, launching sites for boats, sand beach. \$475 per week, Saturday to Saturday. Access to island by ferry 6 times daily.
IVER LOFVING, Box 366, Swan's Island, ME 04685, (207) 526-4121. (TF)



OLD TOWN CANOES. Approx 1935, 17', 18' & 19' square stern. Repairable. \$225 ea. Also 16' ship's lifeboat.
JIM MITCHELL, Noank, CT, (203) 536-6213. (3)

PROPELLOR, 2 blade, 16x17, RH, 7/8" bore, \$70.
WILLIAM RAY, Wadsworth, OH, (216) 335-9244. (3)

24' EASTWARD HO SLOOP, Eldredge McInnis, Inc. design, mahogany/oak hull. Incl main, jib, genoa, Atomic 4 aux (FW cooled), sink, stove, head, refrigerator, VHF, knotmeter. Trlr available. \$8,600.
CHARLES CHASSE, Amesbury, MA, (508) 388-3135. (3)

SLEEPER: 7'10" car-toppable sailing cruiser. Sleeps two belowdeck. Plans \$35, info \$3.

EPOCH PRESS, P.O. Box 3047, San Rafael, CA 94912. (18-93p)

MOVING TO ALASKA, CAN'T TAKE IT WITH ME. 40' Pilot House Sloop. 36' LOD, 33' LWL, 10'6" beam, 5' draft, 13 tons. Two steering stations. Mahogany over sawn oak frames. Double ended. Blt by Hillyard in England 1950, sailed across. Refurbishing underway. No rot. Beautiful saloon. Mast in tabernacle. Great live-aboard. Great passage maker. Almost new diesel. Much new bronze hwre. Generous tankage for fuel & water. Quick sale at \$15,000.

JOHN FALVEY, Huntington Bay, NY, (516) 673-0015. (3)

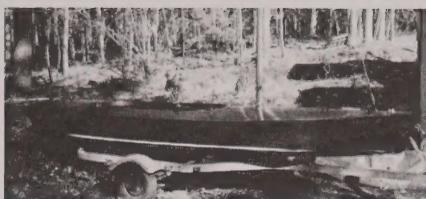
BIRCHBARK CANOE BUILDING COURSE, June 27-July 12, 1992, or July 18-August 2, 1992, on Lake Superior (Wisconsin shore). \$750 U.S. including lodging.
DAVID GIDMARK, Box 26, Maniwaki, Quebec J9E 3B3, Canada (No phone). (4p)



31' CASEY CUTTER, E. Hampton, NY, in gd cond, in water & ready to sail away. Vy nice interior. Engine nds some work. May be completed before or after sail. \$7,775 OBO.
RAY HARTJEN, Port Tobacco, MD, (301) 934-2998. (3)

SURF SKI by Hammerhead of California. 19'x19" sit-on-top self-rescue kayak, foot operated rudder. Exc cond, \$550.
BOB PORTER, Ipswich, MA, (508) 356-7794. (3)

BLACK SKIMMER, leeboard sharpie cat yawl by Phil Bolger. Brunyzeel plywood/epoxy, recent sails, head, stove, 8hp Johnson OB, hwy trlr & assorted ancillaries. Exc cond, in water, \$7,500.
BOB PORTER, Ipswich, MA, (508) 356-7794. (3)



SNIPE CLASS, 15'6"x5' daggerboard sloop, see "Wooden Boat" #89. Mahogany hull, deck & frames, bronze fastened. No rot, all bright finished. Oval cockpit, alum mast, dacron sails, OB bracket, '85 galv trlr. A wooden boat made to be trailered, fast and fun sailing. Buying a bigger boat. \$800 or BO.
LAWRENCE BIRCH, 626 Station Rd., Amherst, MA 01002, (413) 256-3083. (3)



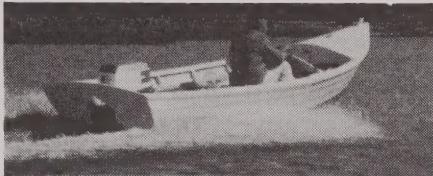
CLASSIC MOTH BOAT PLANS available for 11' Dorr Willey type sailboat. Qualifies for annual regatta in September. Plans \$25 + \$3 postage.

MUSEUM OF THE ALBEMARLE, 1116 U.S. Hwy 17 S., Elizabeth City, NC 27909, (919) 335-1453.

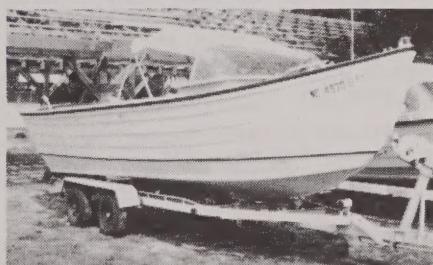
SAILING BARNEGAT BAY SNEAKBOX, solid ply wood hull nds furnishing & fitting & CB. good spars. About 12' long. \$275 OBO.

RICHARD COLTON, Montague, MA, (413) 367-9566. (3)

SIMMONS SEA SKIFFS



Classics of the North Carolina coast. Outstandingly seaworthy, fast with low power, light, simple plywood lapstrake construction. Detailed plans and directions; no lofting. SEA SKIFF 18 (photo above) featured SBJ #51. 17'1" by 5'7" by 5" draft; 20-40HP. Plans \$30.



SEA-SKIFF 20: (photo above) the big offshore fisherman. 19'4" by 7'6" by 10"; 50-70 HP. Plans \$45. Information on both, \$1.
CAPE FEAR MUSEUM ASSOCIATES, 814 Market St., Wilmington NC 28401, 919-341-4350.

KEY LARGO COTTAGE, studio type, sunny, warm, enjoy waterfront, tropical foliage, hot tub. Rent includes 16' dorysailor and windsurfer. \$395 per week.

KEY LARGO SHOAL WATER CRUISES, P.O. Box 1180, Key Largo, FL 33037, (305) 451-0083. (TFP)

CANOE LINES PLANS. Lines, offsets, mold patterns, for 12', 14-1/2', 16' and 18-1/2' canoes drawn for traditional beauty and versatility. Sized for either strip-built or wood/canvas construction.

FRANKLIN CEDAR CANOES, Box 175, Franklin, ME 04634, (207) 565-2282. (TEP)

ESCAPE NEW ENGLAND WINTER! Sail beautiful warm Florida Bay in our 25' and 34' leeboard sharpies. Nicely equipped bareboat charters. Fabulous waters, secluded cruising. Cottage also available.
KEY LARGO SHOAL WATER CRUISES, P.O. Box 1180, Key Largo, FL 33037, (305) 451-0083. (TFP)

BOATBUILDING ARTICLES. Copies of articles from old boatbuilding manuals. It is possible to build a boat from most of these articles. \$4 for list of hundreds.
E.G. RAGSDALE, P.O. Box 48, Westlake, OR 97493, (503) 997-7818. (TF)



14'7" MAD RIVER CANOE, kevlar "Slipper" solo model. An elegant stable canoe that excels in difficult conditions. Shallow V-bottom, substantial flare, has contoured cane seat, accommodates both sitting and kneeling paddling positions. Replacement cost \$1,469, this almost new "Slipper" is only \$750.

DOUG MACLENNAN, York Beach, ME, (207) 363-6314. (3)

14' STURDEE CATBOAT, 1980, incl 1978 4.5hp Merc OB w/gearshift (FNR), galv Lady Bee tilt trlr w/winch & mast support. B.O.
ED BURR, Amston, CT, (203) 228-9650. (3)

1965 SEASPRITE SLOOP (weekender model) Hull #138, FG, exc cond. New rigging, wiring, cushions & pine interior. 5 sails, winter cover w/frame, new 4hp Johnson Twin OB & Jamestown dinghy. Ready to sail. A much loved boat. Spec sheet available on request. \$4,900.

PAT LANG & KEVIN CONNER, 12 Johnson St. #2, Warren, RI 02885, (401) 245-2432 or (401) 453-8566. (3)

WHY SPEND MORE? Thule 1050 Autorack w/58" bars; ideal for those kayak/small boat carrying cars w/rain gutters. Used only a short time. \$65 OBO. Can be picked up in Boston area or shipped.

KEN FINK, Box 120, Walpole, ME 04573, (207) 644-8329. (3)

7-1/2' DYER JR. SAILING DINGHY, mahogany seats, all bronze fastened, new ash rails & rub rails installed. Compl restored, better than new, w/oars, mast & boom, good sails, rudder, tiller & dagger board. 2hp British Seagull incl runs great. Boat & motor \$2,000, w/o motor \$1,800.

CLARENCE WALL, Westport, CT, (203) 227-7175. (3)

MARINE BOOKS from private collection. Hardbacks, soft covers, paperbacks, catalogs, etc. Also a few aviation titles. SASE for list.

A. BENNETT WILSON, JR., Box 380, Topping, VA 23169. (3)



1983 HALMAN 20, w/89 9.9 Johnson w/alt & elec start. Roller furling, 3 sails, vang/preventer, manual & elec bilge pumps, semi-private head, galley, cabin heater, anchor, VHF, depth, fenders, etc. Slps 4, launchable from trlr w/custom tongue extender. Well maintained micro-cruiser. \$10,000 or offer.

ROBERT CLARE, Glendale, WI, (414) 228-7802. (3)

TANBARK DACRON SAIL, new, blt 1991, used 1 season. 5 oz 18" tanbark dacron, 1 reef, 4 battens, hand-sewn bolt rope, webbed on slides, hand-sewn rings, leathered corners, leech line. Luff 22'9", foot 13'6", leech 24'2". \$300.

RICH HILSINGER, Brooklin, ME, (207) 359-4651. (3)

WANTED. 16' round bottom yacht tender, any cond. Good price paid.

JOHN STILCOE, Norwell, MA, (617) 659-2090. (3)

WANTED, Delaware Ducker in gd cond. Joey or Susan Schmidt, Durham, NC, (919) 932-3420. (3)

MFG SUPERSTAR, FG SAILBOAT, alum mast, SS stays & fittings, dacron sails. Hull nds work. Trlr available. \$750.

LAUREN DEARBORN, Andover, MA, (508) 475-0523. (3)

18' FENWICK WILLIAMS CATBOAT, 1989, cedar on oak, Kermath marine engine. Slps 2, Edson steering gear, cockpit & winter covers, sturdy cradle, dacron gaff rig sail, cushions, stove, porta-potti & extras, \$22,500. Hauling to you can be arranged.

WILLIAM RAY, Wadsworth, OH, (216) 335-9244. (3)

33' HERRESHOFF MEADOWLARK, 1962. Cedar & yellow pine on oak, 15hp diesel (175 hrs). \$13,000. Will take in partia. trade: Seasprite, Alberg 22, 23, Sailmaster 22, or similar.

BOB SILVIUS, Freeport, ME, (207) 865-3947. (3)



BRISTOL 29 SLOOP, 1971, MJG, storm jib, cruising spinnaker, VHF, autopilot, well maintained. Herreshoff design. \$15,500.

VICTOR MASLOV, N. Reading, MA, (508) 664-6648. (3)

15'6" CAT KETCH SHARPIE. Wizening owner of a fine camp-cruiser/daysailer seeks a new young master for this pretty boat, \$975.

PETER WATTERS, 55 Magazine St. #52, Cambridge, MA 02139, (617) 492-6467. (3)

AFFORDABLE SLIDING SEAT ROWING. Build your own drop-in rig for canoes, skiffs, shells. Detailed plans/manual package \$23. Plans/manual for lwt 9'9" oars \$17.

OWEN CECIL, Box 634, Oscoda, MI 48750. (3-5-7)

USED CANOES. Seven recent trades, call for ever-changing update. Old Town's largest single-store dealer.

FERNALD'S, Rt. 1A, Newbury, MA, (508) 465-0312. (3)

18-1/2' CAPE DORY TYPHOON WEEKENDER, 1974. Stable, seaworthy, in gd cond. Fully equipped, 3 sails, 3-1/2hp Seagull engine, cradle, canvas, ready to go. May be seen at Green's Point Boat Yard, Ipswich, MA.

ALDYTH INNIS, Ipswich, MA, (508) 356-2147. (3)

16-1/2' WHITEHALL, 1978, cedar on oak, mahogany trim. 2 pr spoon oars, spritsail, CB. Bristol, \$3,900. Del arranged in NE.

R. GRAHAM, 77 Aoby Ln., Portland, ME 04103, (207) 797-4795. (4)

10' B&S WHITEHALL, FG, vy gd cond w/oars. \$600.

FRANK MC DONOUGH, Watertown, MA, (617) 925-4747. (3)

16' THAYER WHITEHALL in storage since new, never used. \$1,500 OBO.

KEN PACANS, Corpus Christi, TX, (703) 343-2700. (4)

12' SAN FRANCISCO BAY PELICAN, new paint, hdwre, sails. Trlr refurbished. 1st class boat.

ROGER WILSON, Palo Alto, CA, (415) 493-8351 eves. (3)

FORCE 5 PARTS, CB, rudder & sail in exc cond. BO.

BRUCE WEIK, Portland, ME, (207) 797-8462. (3)

1929 24' CHRIS CRAFT COMMUTER. Made from triple cockpit. See Sept. '89 "Classic Boating" pg. 4 photo album for picture. M engine, Hull #2314. Gd cond. \$14,000 OBO.

ERWIN LAITENBERGER, 2806 Union St., Rochester, NY 14624. (3)

ANTIQUE ENGINES. Evinrude 15hp OB w/tank, runs, 1953 Serial # 15012, pull start, \$150. Chrysler Ace 92hp M-6, #11504 (1940-48), \$350. Willeys 6-cyl Stokes conversion, #15044, \$350. Chrysler Crowns (2), 115hp M-7's, #26455 & #27771 (1941-48), \$350 ea. Chris Craft "MLO" 130hp, #75061, no exh manifold, \$250. Chris Craft "Model B", #2790 semi-assembled, compl, \$500

ERWIN LAITENBERGER, 2806 Union St., Rochester, NY 14624. (3)

2 KAYAKS. 14'6"x24" kayak kit by Granta of England in orig box. Exc small sea touring design for small adult or child, \$150. Wood/canvas kayak, hometuilt, nds new canvas, patterned after a flatwater racer, light & fast, \$50.

CHUCK WRIGHT, N. Falmouth, MA, (508) 564-4250. (3)

20' BOLGER SHARPIE "Zephyr" daysailer, gunkholer. Incl trlr. \$950.

RICHARD CATLETT, St. Petersburg, FL, (813) 823-8070. (3)

ALDEN OCEAN SHELL, F. Collar sculls, Oarmaster, blue/red. Exc cond. \$975.

J. MYERS, Monmouth Beach, NJ, (908) 264-1736 wknds. (3)

PAGE BRAND DOUBLE PADDLE, 9' 2 pc copper tipped spruce. Never used, \$75 + UPS.

J. MYERS, Monmouth Beach, NJ, (908) 264-1736 wknds. (3)



16' BOLGER MICRO camp cruiser. Fast & stable, slps 2, seats 6. Epoxy over ply, green hull, green sails, teak decks, rudder & trim. 8hp Mariner, lights, VHF, anchor, compass, galv tandem trlr & spare. \$2,900 OBO.

MARTIN STEVENS, Black Mountain, NC, (704) 669-8863. (3)

SEAVIVOR FOLDING SOLO SEA KAYAK. Built like a Klepper but longer & sleeker (18'x22"). This is the fastest most performance oriented folding kayak made, yet still very stable. Used only 5 times, in as-new condition. Red deck, white deck lines, black hull, beautiful upswept bow & stern. Pd \$2,700 one yr ago, will sell for \$2,000 w/spray skirt & 2 lg accessory bags.

SCOTT IVES, McLean, VA, (703) 536-5024. (3)

SKERRY SEA KAYAK, exp equipped, Chimp deck pump, compass. green deck, white hull, exc cond. 1 yr old, cost over \$2,000. 1st \$1,300.

JOHN, (908) 988-3211. (3)

MAINE COAST RENTAL, Harrington, Ripple Neck on Pleasant Bay, new, secluded 3-BR waterfront house, beautiful ocean view, fireplace, decks, abundant birdlife, ideal for kayaking. \$650/wk, \$1,200/2wks.

CAROLYN CORCORAN, Somerville, MA, (617) 625-5671. (3P)

MARINER SEA KAYAK. The original w/hvy duty layup, bulkheads, VCP hatches, decklines, padded seat, spray cover, compass & electric pump w/gel cell battery & charger. One of a kind boat, \$775.

TOM TRUMP, Moodus, CT, (203) 873-1189. (3)

KAYAKS & GEAR. Neeky Arluk 3-pc take-apart, incl fully padded travel bags, spray cover, compass, \$2,500. New Wave Slender (flatwater touring kayak) 17', paddle, PFD, float bags, foot pegs, \$600. West Greenland style 4-pc take-apart kayak, glass/epoxy bottom, fabric top, nds some repair work, \$350 incl travel bags. Lendall Powermaster paddle, 244cm, can be shortened & refeathered, \$90. Composite take-apart paddle, 7'7", \$80.

STEVE SZARAWRSKI, Cranbury, NJ, (609) 275-1531. (3)

YAKIMA ROOF RACK, exc cond, 4 supports & 2 48" bars. Will fit most cars w/rain gutters. \$75.

TALLY GARFIELD, Box P-122, S. Dartmouth, MA 02748, (508) 636-2425. (3)

LIFEBOAT COMPASS by Marine Compass Co. 3" card, gimballed, in beautiful mahogany box. Never used. \$100 + UPS.

J. MYERS, Monmouth Beach, NJ, (908) 264-1736 wknds. (3)

16' WALTER DEAN ANTIQUE INBOARD LAUNCH. Old, rare and interesting project Located western NY. \$3,000.

STEVE LAPEY, (508) 374-1104. (11p)

7' PRAM, hardly used. \$200. Propellor, 3-blade 14x9 RH, 1" shaft. Used 1 season. \$125.
TOM HALSTEAD, Manchester, MA, (508) 526-4548. (3)



ALDEN "O" BOAT SLOOP, blt late '30's or early '40's. 18' open cockpit daysailer. Wood, cedar over oak, new Duradon tannbark sails, new running rigging, lazy jacks, new varnished brightwork, new canvas decking, new cover, new galv keel support trlr, British Seagull OB, spruce mast, matching boom, misc gear. Dark green hull, gold accent stripe, beige deck, tan seats. A carefully maintained classic wooden boat, easy to sail, easily trailered and easily downrigged, with a graceful sheer, a real eye-catcher.

RICHARD VOGEL, Philadelphia, PA, (215) 592-0161 days, (215) 438-4106 eves. (3)

COZY CABIN overlooking beautiful Hudson River in Orange County, NY. Crv vacation getaway, lots of boating & hiking, etc. \$15,000. Land rent & taxes \$2,000/yr. Would consider trade for a boat of character.

JIM MURRAY, Ft. Montgomery, NY, (914) 446-5560 eves. (4)

RECESSION SPECIALS. Low cost sailing, 1974 Kells 21' FG/swing keel, 7.5 Sears, safety gear, wooden dinghy, possible mooring. \$2,900. Sailfish, early FG, compl. \$250. 12' Trisail, have most parts. \$175. 10' wooden sailboat, Sunfish rigging, fair. \$175. 14' boat trlr, fair cond. \$175.

ALAN BROD, N. Smithfield, RI, (401) 769-6030 (keep trying). (3)

DRYSUIT: Marker Dry Fashion Avilastic size M w/hvy duty rear entry metal zipper. Never used, as new. Lighter, quieter and more durable than nylon/urethane; breathable (they say). Asking \$185, abt half original price.

FRED JONES, North Haven, CT, (203) 239-5881 days, (203) 467-0297 eves. (3)

12' CLASSIC WHITEHALL SKIFF, Platt Monfort designed geodesic aerolite constr. Wt 30 lbs, cap 500 lbs. New, \$1,695. ALAN PRATT, Thomaston, ME, (207) 354-6716. (3)

SAILBOATS, RECENT TRADES: 15' Point Jude, 15' Precision, 17' O'Day, 17' Picnic, 19' Cape Dory, 21' Precision, 8' Pilot.

FERNALD'S, Rt. 1A, Newbury, MA, (508) 465-0312. (3)

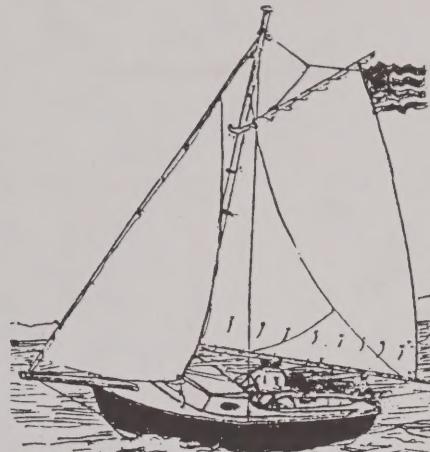
CANOE MOLD for 13'x30" size, \$25. CHUCK WRIGHT, N. Falmouth, MA, (508) 564-4250. (3)

SAILS WANTED for 16' Luger sloop & 24' older wooden sloop. Sizes don't have to be too exact for father/son boat project. Should be in gd cond & reasonable. We have lots of hot air & elbow grease but little cash.

JOHN SCHWARZ, 5378 Baker Rd., Bridgeport, MI 48722, (517) 777-2227. (3)

16'5" REPLICA ROWING SKIFF, dbl end lapstrake. FG w/exc woodwork, 4 spoon oars incl. \$900.

DERWOOD CROCKER, Aurora, NY, (315) 364-7458 or (315) 364-8406. (3)



"TOM BOMBADIL", a miniature gaff-headed sloop, 12' on deck plus 3' bowsprit. Cuddy holds Swedish galley & all gear for camp cruising. Ground tackle, boom tent & trlr incl. All mahogany, epoxy, bronze. Blt larger boat. \$1,600.

DAVID HUME, 340 Darling Rd., Salem, CT 06420, (203) 859-1058. (3)



36' DOWNEAST CRUISER, 1971 Rich, Chebeague Isl. 155hp Palmer diesel, cedar over oak, 6'5" hdmr, winter cover, dinghy. Exc cond, in Gloucester, MA. \$29,000.

BILL WOODHEAD, Cambridge, MA, (617) 242-4480 (days), (617) 547-9665 (eves). (3)

WAVE PIERCER, 17'x20" kevlar/epoxy kayak, Olympic spec by West Side Boat Shop. Exc cond, \$800.

BOB PORTER, Ipswich, MA, (508) 356-7794. (3)

22' CATALINA SAILBOAT, 1988. Wing keel, 6hp Johnson, Shoreline trlr, 150% genoa, kick-up rudder, depth finder, knot meter, compass, many extras. Will consider trade for smaller wood or FG sailboat + cash. \$10,500.

RICHARD AYOUB, Winthrop, MA, (617) 846-9304 eves. (3)

14' AMESBURY DORY, lapstrake FG hull w/oak seats & trim. New cond, full cover, \$1,050. Trlr available.

JOHN FOX, E. Lansing, MI, (517) 332-4799. (6)



ALBERG 22 SLOOP, similar to Cape Dory 22. Full keel, FG, teak trim, main, jib, genoa, 6hp Evinrude in lockable well. One owner, carefully maintained. A delightful sailer, provided much pleasure to owner/skipper. Priced at \$4,700 to settle estate. Located in water in Clearwater, FL.

KILBURN ADAMS, Afton, MD, (314) 638-4527. (3)

ROWING STUFF. Homebuilt rowing rig, nds new arms, \$25. Sears rowing exerciser, inexpensive but it works, \$40.

CHUCK WRIGHT, N. Falmouth, MA, (508) 564-4250. (3)

17' O'DAY DAYSAILER II, cuddy, FG, blue & white, trlr. \$1,700.

D. MURPHY, 64 Montello, Lewiston, ME 04240, (207) 783-8316. (3)

LOST MY 19' SAILBOAT to Hurricane Bob. All equipment salvaged for sale: Trlr, mast, boom, standing rig, sails, speedometer, radio, winches, etc.

GEORGE MENDOSA, Lawrence, MA, (508) 682-3417. (3)

ARLUK 1.8 SEA KAYAK, kevlar, exc cond. 18"x21", weight 40 lbs. Rudder, bulkheads, hatches fore & aft & deck rigging. Extremely fast, tracks exceptionally well. Vy much a hi-performance kayak. Spray skirt incl. \$1,800.

DAVID SANFORD, S. Portland, ME, (207) 767-7135. (3)

There is nothing—absolutely nothing—
half so much worth doing



as simply meaning about in boats.

MESSING ABOUT IN BOATS? Do it in top quality, 100% cotton, silkscreened T-shirts featuring original drawing and famous quotation from "The Wind in the Willows". Short sleeve \$16.50, light blue or tan: S,M,L,XL. Long sleeve \$21.00, light blue: M,L,XL.

THE DESIGN WORKS, Dept. MC, P.O. Box 3394, Silver Spring, MD 20918. (EOT)



messing about in BOATS

29 BURLEY ST., WENHAM, MA 01984 (508) 774-0906

BULK RATE
U.S. POSTAGE PAID
WENHAM, MA. 01984
PERMIT NO. 53

ADDRESS CORRECTION
REQUESTED

See These Exhibitors at



The 1992 WoodenBoat Show

Newport Yachting Center, Newport, Rhode Island
Friday, June 26 through Sunday, June 28 — 10 to 6 daily

ADMISSION IS \$7 FOR ADULTS OR \$12 FOR A 2-DAY TICKET & KIDS (UNDER 12) FREE

3M	GarWood Boat Co Inc
Ace Sailmakers & Rigging	Gloriana Boat Hulls
Abtech Environmental Supply	Gougeon Brothers
Alden Ocean Shells	Grand Mesa Boatworks
American Traders Canoes	Great Lakes Boat Building Co
Antique ToolWear by Matlin	Greg Bashaw, 26' bass boat
Antonio Dias/MDC	H & H Boatworks
Apple Stem Woodworking	Harbor Sales Co
Armchair Sailor Books	Heart Interface
Arcy's Pond Boatyard	Herrershoff Marine Museum
Arun-Rockall Sails	Hill Family Boatbuilding Co
Aynthia Charters	Hogtown Bayou Boatworks
Battenkill Boatworks	Howard Investment Castings
Bay Built Ship Models	Howland & Co.
Benford Design Group	Interlux Yacht Finishes
Blucacket	Jacobson Marine Antiques
BoatLife Inc	Jamestown Distributors
Boatmaker	Jasper & Bailey Sailmakers
Bosch Power Tools	Jeff Kimball - 31 ft Parco
Boyd's Boatyard	John Clark, models
Brenton Co for Sterling/Detco	John Holloway, Boatbuilder
Brewer Banner Designs	Ken's Boat Shop
Bristol Bronze	Kortchmar & Willner Inc
Burr Brothers Boatyard	Lake Watercraft
C. Plath	Landing School
Cannell, Payne & Page	Laughing Loon
Canoe Works	Lie-Nielsen Tool Works
Cape Ann Marine Industries	Low Resistance Boats
Chesapeake Marine Fasteners	Lowell's Boat Shop
Chris Stickney, Boatbuilder	Lucky G Farms - ships' knees
CIGNA Yacht Insurance Svcs.	Maine Island Trail Association
Coastal Cold Molding Inc	Maine Maritime Museum
Concordia Co Inc	Makita Tools
Connecticut River Books	Manchester Sailmakers
CoPilot Electronics	Marine Trade Center
Coyote Island Boatworks	Marine Trader Hdwe Sales
D.P. Cooper Boat Building	Marschco
DPS Marine	Mast & Mallet Boatworks
Deep 'n Marine	McClave, Philbrick & Giblin
Devlin Designing Boatbuilders	Messing About Boats
Duke Sadler, Boatbuilder	Metabo Corp
Dutch Harbor Boat Yard	Middle Path Boats
Dutch Wharf Marina	Mobile Marine
Eagle America	Monfort Assoc.
Eastport Boatyard & Supply	Moon Hoax Designs
Elco	Moran Tool-Bridge City Tools
Ellsworth Rice, models	Museum of Yachting
Eric Risch, Designer	Nantucket Yachts
Ernest Steller, Jr.	Nautical Nook
European Custom Yachts	New England Boat & Motor
Fabulon	New England Rigging & Knotworks
Fairing Design	New Wave Systems
Fiddletail Boatworks	North River Boat Works
Fine Woodworking	Northeast Air Systems
Force 10 Marine Ltd	Northeast Isuzu Engines
Forrest Mfg Co Inc	Northrop & Johnson
G.S.Maynard Co	O'Connells' Wooden Boats
Gannon & Benjamin	Oldport Marine Services
RACES, AWARDS AND MORE!	
The WoodenBoat Challenge (sponsored by SIKA) • The WOOD Regatta • Children's Boatbuilding Concours d'Elegance • The WoodenBoat 12-Meter Regatta	
DEMONSTRATIONS!	
The Incredible Beach Hauler Half model making Oar & paddle making Power tools Hand tools Sail repair and construction Photographer Benjamin Mendlowitz	
WOODCARVING Rowing and sculling lessons Adhesives, sealants and coatings Electronics Portable sawmill Kayak techniques	
BOATS, BOATS, BOATS!	
Schooner "Brilliant" • "Typhoon", a 33 ft mahogany runabout; new construction • Designs by GarWood • Chris Craft • Hacker • "Violent" • Schooner "Tree of Life", new construction • Cutter "Christmas" • Daysailers • Launches • Canoes • Witchhalls • Pops • Wherry • Guideboats • Skiffs • Ultralights • Geodesic designs • Kayaks • Yachts of all descriptions • Offshore racing boat "Wildfire" • 12-meter "Glam"	

Sponsored by WoodenBoat Magazine • Brooklin, Maine 04616 • 207-359-4651

TO

PEABODY MUSEUM LIBRARY
EAST INDIA SQUARE
SALEM, MA 01970

X-3

WEATHERBY TECHNOLOGIES LTD.

P.O. Box 12297
Parkville, MO 64152

Ph. 816-587-4552

PLEASE WRITE FOR PRICE LISTS AND PRODUCT LISTING

General Description:

A standard epoxy resin which has been modified with a non-toxic silient to reduce viscosity and improve flowability. As a result of this modification, Water Block Resin is ideally suited for marine applications.

Uses:

FILLING (when used with fillers)
SHEATHING
LAMINATING
IMPREGNATING

Physical Properties:

Pounds per gallon: 9.2
Flash point: 200°
Color: Sun Dried Straw
% Reactive Solids: 100%

WATER BLOCK HARDENER FAST

General Description:

Water Block Fast Hardener is an accelerated curing agent. Ideal for encapsulating, repair putties, adhesives, and coating applications. Fast Hardener imparts limited flexibility to the Water Block Resin and is resistant to blushing and the formation of surface oils during curing.

Physical Properties:

Pounds per gallon: 8.1
Pot Life: 6 to 9 minutes at 70°
Mix Ratio: 2:1

WATER BLOCK HARDENER SLOW

General Description:

Slow Hardener is similar to the Fast Hardener but allows a pot life 4x longer. Use Water Block Slow Hardener when extended working times are required.

Physical Properties:

Pounds per gallon: 8.3
Pot Life: 40-50 minutes at 70°
Mix Ratio: 2:1